

# NACOmatic

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AR Min Alt#1	-	4	MEZ	-	164
AR Min Rdr#1	-	8	MPJ	-	173
AR Min TO#1	-	13	MXA	-	160
0M0	-	74	ORK	-	182
2A2	-	61	PBF	-	192
3M9	-	242	PGR	-	188
42A	-	162	ROG	-	198
4M3	-	55	RUE	-	205
4M9	-	65	SGT	-	221
5M5	-	72	SLG	-	211
7M1	-	161	SRC	-	208
7M2	-	178	SUZ	-	34
7M4	-	186	TXK	-	228
7M5	-	187	VBT	-	37
AGO	-	157	XNA	-	89
ARG	-	236			
ASG	-	214			
AWM	-	245			
BDQ	-	172			
BPK	-	174			
BVX	-	31			
BYH	-	42			
CDH	-	52			
CRT	-	68			
CVK	-	28			
CWS	-	63			
DEQ	-	70			
ELD	-	76			
FCY	-	98			
FLP	-	95			
FSM	-	99			
FYV	-	81			
H34	-	128			
H35	-	58			
HBZ	-	116			
HEE	-	118			
HKA	-	47			
HOT	-	124			
HRO	-	111			
JBR	-	135			
LIT	-	143			
LLQ	-	169			
LRF	-	129			
M18	-	122			
M19	-	179			
M32	-	139			
M36	-	51			
M70	-	197			
M73	-	24			
M78	-	159			
M89	-	26			



## INSTRUMENT APPROACH PROCEDURE CHARTS

**A IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>ADA, OK</b>		<b>BLYTHEVILLE, AR</b>	
ADA MUNI .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	ARKANSAS INTL .....	ILS Rwy 18 VOR Rwy 18 VOR Rwy 36
NA when local weather not available.		NA when using Blytheville Muni altimeter setting.	
<b>ALTUS, OK</b>		<b>BLYTHEVILLE MUNI</b> .....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36
ALTUS/QUARTZ		NA when local weather not available.	
MOUNTAIN RGNL .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	<b>CLAREMORE, OK</b>	
	VOR-A VOR-B <sup>1</sup>	CLAREMORE RGNL .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
NA when local weather not available. <sup>1</sup> NA when KLTS ATCT closed.		NA when local weather not available.	
<b>ARDMORE, OK</b>		<b>CLINTON, OK</b>	
ARDMORE MUNI .....	ILS or LOC Rwy 31 <sup>13</sup> VOR-B <sup>2</sup>	CLINTON-SHERMAN .....	ILS Rwy or LOC 17R <sup>1</sup> VOR Rwy 35L <sup>2</sup>
<sup>1</sup> ILS, Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½. <sup>2</sup> Category D, 800-2½.		NA when control tower closed. <sup>1</sup> ILS, Category E, 700-2¼. LOC, Category E, 800-2¾. <sup>2</sup> Category E, 800-2¾.	
<sup>3</sup> NA when control tower closed.		<b>CLINTON RGNL</b> .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME-A
<b>BARTLESVILLE, OK</b>		NA when local weather not available.	
BARTLESVILLE MUNI .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR Rwy 17 VOR/DME Rwy 35	<b>CUSHING, OK</b>	
NA when local weather not available. Category D, 800-2¼.		CUSHING MUNI .....	NDB Rwy 36 RNAV (GPS) Rwy 36
<b>BATESVILLE, AR</b>		NA when local weather not available.	
BATESVILLE RGNL .....	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	<b>DEQUEEN, AR</b>	
NA when local weather not available.		J. LYNN HELMS	
		SEVIER COUNTY .....	RNAV (GPS) Rwy 8
		NA when local weather not available.	



# ALTERNATE MINS

E2

17 DEC 2009 to 14 JAN 2010

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>EL DORADO, AR</b>		<b>FORT SMITH, AR</b>	ILS or LOC Rwy 7 <sup>1</sup> ILS or LOC Rwy 25 <sup>1</sup> NDB Rwy 25 <sup>2</sup> RADAR-1 <sup>3</sup> RNAV (GPS) Rwy 1 <sup>24</sup>
SOUTH ARKANSAS RGNL AT GOODWIN FIELD .....	VOR Rwy 22 NA when control zone not in effect.	FORT SMITH RGNL .....	VOR/DME or TACAN Rwy 7 <sup>3</sup> VOR or TACAN Rwy 25 <sup>3</sup>
<b>EL RENO, OK</b>		NA when control tower closed.	
EL RENO RGNL .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 35	1ILS, Categories A,B,C, 700-2; Category D, 700-2½; Category E, 800-2½. LOC, Category D, 800-2½; Category E, 800-2½.	
NA when local weather not available.		2Category D, 800-2½.	
<b>ENID, OK</b>		3Category D, 800-2½; Category E, 800-2½.	
ENID		4NA when local weather not available.	
WOODDRING RGNL .....	ILS or LOC Rwy 35 <sup>1</sup> RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR Rwy 17 VOR Rwy 35	<b>GUTHRIE, OK</b>	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
NA when local weather not available.		GUTHRIE-EDMOND	NA when local weather not available.
1NA when control tower closed.			
<b>FAYETTEVILLE, AR</b>		<b>HARRISON, AR</b>	
DRAKE FIELD .....	LDA/DME Rwy 34 <sup>134</sup> LOC Rwy 16 <sup>23</sup> RNAV (GPS) Rwy 16 <sup>24</sup> RNAV (GPS) Rwy 34 <sup>45</sup> VOR-A <sup>24</sup> VOR/DME-B <sup>2</sup>	BOONE COUNTY .....	RNAV (GPS) Rwy 36
1LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.		NA when local weather not available.	
2Category C, 800-2½; Category D, 1100-3.			
3NA when control tower closed.		<b>HOBART, OK</b>	
4NA when local weather not available.		HOBART RGNL .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR Rwy 35
5Categories A, B, 1000-2; Category C, 1000- 2½; Category D, 1100-3.		NA when local weather not available.	
<b>FAYETTEVILLE/SPRINGDALE/ ROGERS, AR</b>		<b>HOT SPRINGS, AR</b>	
NORTHWEST		MEMORIAL FIELD .....	VOR Rwy 5 <sup>1</sup> ZAPLE VOR Rwy 5
ARKANSAS RGNL ....	ILS or LOC/DME Rwy 16 ILS or LOC/DME Rwy 34 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34	NA when local weather not available.	
NA when local weather not available.		1Categories A,B, 1100-2; Categories C,D, 1100-3.	
<b>FLIPPIN, AR</b>		<b>JONESBORO, AR</b>	
MARION COUNTY		JONESBORO MUNI .....	ILS or LOC Rwy 23 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 31 VOR Rwy 23
RGNL .....	RNAV (GPS) Rwy 4 <sup>1</sup> RNAV (GPS) Rwy 22 VOR-A	NA when local weather not available.	
NA when local weather not available.			
1Categories A, B, 900-2; Category C, 900-2½.		<b>LAWTON, OK</b>	
		LAWTON-FORT SILL	
		RGNL .....	ILS or LOC Rwy 35 VOR Rwy 35
		NA when control tower closed.	



# ALTERNATE MINS

E3

17 DEC 2009 to 14 JAN 2010

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>LITTLE ROCK, AR</b>		<b>NORMAN, OK</b>	
ADAMS FIELD .....	ILS or LOC Rwy 4L <sup>1</sup> ILS or LOC Rwy 4R <sup>2</sup> ILS or LOC Rwy 22R <sup>14</sup> ILS or LOC Rwy 22L <sup>14</sup> RADAR-1 <sup>3</sup> RNAV (GPS) Rwy 4L <sup>34</sup> RNAV (GPS) Rwy 4R <sup>34</sup> RNAV (GPS) Rwy 22L <sup>34</sup> RNAV (GPS) Rwy 22R <sup>34</sup> VOR-A <sup>3</sup>	UNIVERSITY OF OKLAHOMA WESTHEIMER .....	ILS or LOC Rwy 17 <sup>1</sup> NDB Rwy 3 <sup>23</sup> NDB Rwy 35 <sup>23</sup> RNAV (GPS) Rwy 3 <sup>2</sup> RNAV (GPS) Rwy 17 <sup>2</sup>
	<sup>1</sup> ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.		<sup>1</sup> NA when control tower closed. <sup>2</sup> NA when local weather not available. <sup>3</sup> Category D, 800-2½. <sup>4</sup> NA when local weather not available.
<b>MC ALESTER, OK</b>		<b>OKLAHOMA CITY, OK</b>	
MC ALESTER RGNL .....	RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20	CLARENCE E. PAGE MUNI .....	RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L VOR-B
	NA when local weather not available.		NA when local weather not available.
<b>MONTICELLO, AR</b>		<b>WILEY POST</b>	ILS Rwy 17L <sup>1</sup> RNAV (GPS) Rwy 17L <sup>2</sup>
MONTICELLO MUNI/ ELLIS FIELD .....	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR-A		<sup>1</sup> NA when control tower closed. <sup>2</sup> NA when local weather not available.
	NA when local weather not available.	<b>WILLROGERS WORLD</b>	.. ILS or LOC Rwy 17L <sup>1</sup> ILS or LOC Rwy 17R <sup>1</sup> ILS Rwy 35R <sup>1</sup> ILS or LOC/DME Rwy 35L <sup>1</sup> RADAR-1 <sup>1</sup> VOR Rwy 17L <sup>2</sup>
<b>MOUNTAIN HOME, AR</b>			<sup>1</sup> Category E, 1000-3. <sup>2</sup> Categories A,B, 1100-2; Categories C,D,E, 1100-3.
OZARK RGNL .....	ILS or LOC/DME Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 VOR-A	<b>OKMULGEE, OK</b>	OKMULGEE RGNL .....
	NA when local weather not available.		RNAV (GPS) Rwy 18 NA when local weather not available.
<b>MUSKOGEE, OK</b>		<b>PONCA CITY, OK</b>	PONCA CITY RGNL .....
DAVIS FIELD .....	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 <sup>1</sup> RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 <sup>1</sup>		RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
	NA when local weather not available. <sup>1</sup> Category E, 1000-3.		NA when local weather not available.
<b>NEWPORT, AR</b>		<b>ROGERS, AR</b>	CARTER FIELD .....
NEWPORT MUNI .....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36		RNAV (GPS) Rwy 20 <sup>1</sup> VOR Rwy 2 <sup>2</sup>
	NA when local weather not available.		<sup>1</sup> NA when local weather not available. <sup>2</sup> Category C, 800-2½; Category D, 800-2½.
<b>RUSSELLVILLE, AR</b>		<b>RUSSELLVILLE, AR</b>	RUSSELLVILLE RGNL .....
			RNAV (GPS) Rwy 7 Category D, 900-2%.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>SEARCY, AR</b>		<b>TEXARKANA, AR</b>	
SEARCY MUNI .....	RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19	TEXARKANA RGNL/ WEBB FIELD .....	ILS or LOC Rwy 22 <sup>1</sup> LOC BC Rwy 4 <sup>1</sup> RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR Rwy 13
NA when local weather not available.			
<b>SEMINOLE, OK</b>			NA when local weather not available.
SEMINOLE MUNI .....	RNAV (GPS) Rwy 16		<sup>1</sup> NA when control tower closed.
NA when local weather not available.			<sup>2</sup> ILS, Category D, 700-2.
<b>SILOAM SPRINGS, AR</b>		<b>TULSA, OK</b>	
SMITH FIELD .....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR-A	RICHARD LLOYD JONES,JR. .....	ILS or LOC Rwy 1L <sup>1</sup> RNAV (GPS) Rwy 1L VOR/DME-A
NA when local weather not available.			NA when local weather not available.
<b>STILLWATER, OK</b>			<sup>1</sup> ILS, 700-2. ILS, LOC, NA when control tower closed.
STILLWATER RGNL .....	ILS or LOC Rwy 17 <sup>1</sup> NDB Rwy 17 <sup>2</sup> RNAV (GPS) Rwy 17 <sup>2</sup> RNAV (GPS) Rwy 35 <sup>2</sup> VOR Rwy 17 <sup>2</sup> VOR/DME Rwy 35 <sup>2</sup>		
'NA when control tower closed.		<b>TULSA INTL</b> .....	ILS or LOC Rwy 18L <sup>1</sup>
<sup>2</sup> NA when local weather not available.			ILS or LOC Rwy 18R <sup>2</sup>
<b>STUTTGART, AR</b>			ILS or LOC Rwy 36R <sup>3</sup>
STUTTGART MUNI .....	RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 36		RNAV (GPS) Rwy 18L <sup>4</sup>
NA when local weather not available.			RNAV (GPS) Rwy 18R <sup>4</sup>
<b>TAHLEQUAH, OK</b>			RNAV (GPS) Rwy 26 <sup>4</sup>
TAHLEQUAH MUNI .....	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35		RNAV (GPS) Rwy 36R <sup>4</sup>
NA when local weather not available.			VOR or TACAN Rwy 26 <sup>4</sup>
			<sup>1</sup> ILS, Category D, 700-2; Category E, 700-2 $\frac{1}{4}$ . LOC, Category E, 800-2 $\frac{1}{4}$ .
			<sup>2</sup> ILS, Category D, 700-2.
			<sup>3</sup> ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
			<sup>4</sup> Category E, 800-2 $\frac{1}{4}$ .
		<b>WOODWARD, OK</b>	
		WEST WOODWARD .....	RNAV (GPS) Rwy 17 <sup>12</sup>
			RNAV (GPS) Rwy 35 <sup>12</sup>
			VOR/DME-A <sup>2</sup>
			<sup>1</sup> NA when local weather not available.
			<sup>2</sup> Category D, 800-2 $\frac{1}{4}$ .

# RADAR INSTRUMENT APPROACH MINIMUMS

**ALTUS AFB (KLTS), OK (Am dt 2, 09267 USAF)**

**ELEV 1382**

RADAR<sup>1</sup> - Ctc APP CON (E) 125.1 257.725 

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>HAT/</b>		<b>CEIL-VIS</b>	
				<b>DH/</b>	<b>MDA-VIS</b>	<b>HAA</b>	<b>HATH/</b>
ASR <sup>2</sup>	17R <sup>34</sup>		AB	1740/24	361	(400-½)	
			CDE	1740/40	361	(400-¾)	
	17L <sup>34</sup>		AB	1740/24	358	(400-½)	
			CDE	1740/40	358	(400-¾)	
CIR <sup>6</sup>	All Rwy		AB	1740/24	378	(400-½)	
			CDE	1740/40	378	(400-¾)	
	35L <sup>5</sup>		AB	1760/24	407	(400-½)	
			CD	1760/40	407	(400-¾)	
			E	1760/50	407	(400-1)	

<sup>1</sup>Opr 1600-0600Z++ wkd,clsd wknd and hol.<sup>2</sup>No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. <sup>3</sup>Stepdown fix 2 NM fr rwy thld. <sup>4</sup>When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.

<sup>6</sup>Circling not authorized W of Rwy 17R-35L.

## FAYETTEVILLE, AR

Orig-A, APR 21, 1997 (FAA)

ELEV 1251

### DRAKE FIELD

RADAR- 121.0 244.57 

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>HAT/</b>		<b>DA/</b>	<b>HATH/</b>	<b>HAT/</b>		
				<b>DA/</b>	<b>HATH/</b>			<b>CEIL-VIS</b>	<b>CAT</b>	
ASR	16		A	2060-1	809	(900-1)	B	2060-1½	809	(900-1½)
			C	2060-2½	809	(900-2¼)	D	2060-2½	809	(900-2½)
CIRCLING			A	2060-1	809	(900-1)	B	2060-1½	809	(900-1½)
			C	2060-2½	809	(900-2¼)	D	2300-3	1049	(1100-3)

Circling NA East of runway 16-34.

Inoperative table does not apply.

**RADAR INSTRUMENT APPROACH MINIMUMS****FORT SMITH, AR** Amdt 8B, AUG 28, 2008 (FAA)

ELEV 469

**FORT SMITH RGNL**RADAR - 120.9 343.75 **V A**

	RWY	GS/TCH/RPI	CAT	HAT/ DA/ HATH/			CAT	HAT/ DA/ HATH/		
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS
ASR	25		AB	1040/24	594	(600-½)	C	1040/50	594	(600-1)
			D	1040/60	594	(600-1½)	E	1040-1½	594	(600-1½)
			AB	1140-1	692	(700-1)	C	1140-2	692	(700-2)
1			D	1140-2½	692	(700-2½)	E	1140-2½	692	(700-2½)
			AB	1200-½	731	(800-½)	C	1200-1½	731	(800-1½)
7			D	1200-1¾	731	(800-1¾)	E	1200-2	731	(800-2)
			AB	1200-1	731	(800-1)	C	1200-2	731	(800-2)
CIRCLING			D	1200-2½	731	(800-2½)	E	1200-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.  
Circling Cat E NA when R-2401B active.

**HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)**

ELEV 1187

RADAR - (E) 120.55 322.4 **A** NA

	RWY	GS/TCH/RPI	CAT	DH/		HAA	CEIL-VIS
				MDA-VIS	HATH/		
PAR	35	3.0°/48/918	AB	1388/24	200	(200-½)	
			CDE	1388/40	200	(200-¾)	
ASR	17	3.0°/42/809	ABCDE	1388-¾	200	(200-¾)	
			ABC	1540/40	352	(400-¾)	
CIR <sup>1</sup>	35		DE	1540/50	352	(400-1)	
			AB	1660-1	472	(500-1)	
			C	1660-1½	472	(500-1½)	
			D	1660-1½	472	(600-1½)	
			E	1660-1¾	472	(500-1¾)	
	17-35		AB	1680-1	492	(500-1)	
			C	1680-1½	492	(500-1½)	
			D	1740-2	552	(600-2)	
			E	1780-2	592	(600-2)	

<sup>1</sup>Cat E cir not auth W of Rwy 17-35.**LAWTON, OK**

AMDT.4A, JAN 10, 2000 (FAA)

ELEV 1110

**LAWTON-FORT SILL RGNL**

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	HAT/ DA/ HATH/			CAT	HAT/ DA/ HATH/		
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS
ASR	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING			AB	1600-1	490	(500-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

**RADAR INSTRUMENT APPROACH MINIMUMS****LAWTON, OK**

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

**LAWTON-FORT SILL RGNL**

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	HAT/			HAT/		
				DA/	HATH/	DA/	HATH/		
ASR	17		AB	1620-1	510 (600-1)	CD	1620-1½	510 (600-1½)	
CIRCLING			AB	1620-1	510 (600-1)	C	1620-1½	510 (600-1½)	
			D	1680-2	570 (600-2)				

**LITTLE ROCK, AR**

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

**ADAMS FIELD**RADAR-1 - 135.4 291.775 353.6 **V A**

	RWY	GS/TCH/RPI	CAT	HAT/			HAT/		
				DA/	HATH/	DA/	HATH/		
ASR	4R		ABC	720/40	460 (500-¾)	D	720/50	460 (500-1)	
	4L		AB	780/40	522 (500-¾)	C	780/50	522 (600-1)	
			D	780/60	522 (600-1½)				
	18		AB	720-1	462 (500-1)	C	720-1½	462 (500-1½)	
			D	720-1½	462 (700-1½)				
	22R		AB	740/24	478 (500-½)	C	740/40	478 (500-¾)	
			D	740/50	478 (500-1)				
	22L		AB	740/40	480 (500-¾)	C	740/60	480 (500-1½)	
			D	740-1½	480 (500-1½)				
	36		AB	780-1	523 (600-1)	C	780-1½	523 (600-1½)	
			D	780-1¾	523 (600-1¾)				
CIRCLING			AB	780-1	518 (600-1)	C	880-1¾	618 (700-1¾)	
			D	1180-3	918 (1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

**OKLAHOMA CITY, OK**

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

**WILEY POST**RADAR - 124.6 266.8 **V**

	RWY	GS/TCH/RPI	CAT	HAT/			HAT/		
				DA/	HATH/	DA/	HATH/		
ASR	35R		AB	1840-1	541 (600-1)	C	1840-1½	541 (600-1½)	
			D	1840-1¾	541 (600-1¾)				
CIRCLING			AB	1840-1	541 (600-1)	C	1840-1½	541 (600-1½)	
			D	1880-2	581 (600-2)				

## RADAR INSTRUMENT APPROACH MINIMUMS

## OKLAHOMA CITY, OK

Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

## WILL ROGERS WORLD

RADAR - 124.6 266.8 A

RWY	GS/TCH/RPI/CAT	HAT/ DA/ MDA-VIS			HAT/ HATH/ HAA			HAT/ DA/ CEIL-VIS			HAT/ HATH/ HAA		
		CAT	MDA-VIS	HAA	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	35R	ABC	1680/40	386	(400-¾)	DE	1680/50	386	(400-1)				
	17L	ABCDE	1680/60	394	(400-1¼)								
	17R	ABC	1680-¾	398	(400-¾)	DE	1680-1	398	(400-1)				
	35L	ABCDE	1680-1¼	403	(400-1¼)								
CIRCLING	AB	1760-1¼	465	(500-1¼)	C	1760-1½	465	(500-1½)					
	D	1860-2	565	(600-2)	E	2240-3	945	(1000-3)					

Category D,E S-17R visibility increased ¼ mile for inoperative MALS.R.

Category D,E S-35R visibility increased to RVR 6000 for inoperative ALS.F.

## TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 V

ASR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS		HAT/ HATH/ HAA		CEIL-VIS
				A	B	C	D	
ASR	35 <sup>1</sup>		A	1940/24	649	649	649	(700-½)
			B	1940/40	649	649	649	(700-¾)
			C	1940/60	649	649	649	(700-1½)
			D	1940-1½	649	649	649	(700-1½)
			E	1940-1¼	649	649	649	(700-1¼)
17 <sup>2</sup>			A	2000/40	733	733	733	(800-¾)
			B	2000/50	733	733	733	(800-1)
			C	2000-1¼	733	733	733	(800-1¾)
			D	2000-2	733	733	733	(800-2)
			E	2000-2¼	733	733	733	(800-2¼)
CIR <sup>3</sup>	35		A	1940-1	649	649	649	(700-1)
			B	1940-1¼	649	649	649	(700-1½)
			C	1940-1¾	649	649	649	(700-1¾)
			D	1980-2¼	689	689	689	(700-2¼)
			E	2040-2¾	749	749	749	(800-2¾)
17			A	2000-1	709	709	709	(800-1)
			B	2000-1¼	709	709	709	(800-1½)
			C	2000-2	709	709	709	(800-2)
			D	2000-2¼	709	709	709	(800-2¼)
			E	2040-2¾	749	749	749	(800-2¾)

<sup>1</sup>When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1½ miles, CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles. <sup>2</sup>When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1½ miles, CAT C vis to 2 miles, CAT D vis to 2½ miles, and CAT E vis to 2½ miles. <sup>3</sup>CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

## RADAR INSTRUMENT APPROACH MINIMUMS

**TULSA, OK**

Amdt.17D, MAY 16, 2000 (FAA)

ELEV 677

**TULSA INTL**RADAR - 124.0 338.3 

	RWY	GS/TCH/RPICAT	HAT/				HAT/					
			DA/	HATH/	MDA-VIS	HAA	CEIL-VIS	CAT	DA/	HATH/	MDA-VIS	HAA
ASR	26		AB	1060-1	409	(400-1)		CD	1060-1½	409		(400-1½)
			E	1060-1½	409	(400-1½)						
	18R		AB	1080-1	413	(500-1)		CD	1080-1¼	413		(500-1¼)
			E	NA								
	18L		AB	1080/24	439	(500-½)		C	1080/40	439		(500-¾)
			DE	1080/50	439	(500-1)						
	8		AB	1120-1	449	(500-1)		C	1120-1¼	449		(500-1¼)
			DE	1120-1½	449	(500-1½)						
	36R		AB	1140/24	490	(500-½)		C	1140/40	490		(500-¾)
			DE	1140/50	490	(500-1)						
	36L		AB	1180-1	503	(600-1)		CD	1180-1½	503		(600-1½)
			E	NA								
CIRCLING			AB	1180-1	503	(600-1)		C	1180-1½	503		(600-1½)
			D	1300-2	623	(700-2)		E	1300-2¼	623		(700-2¼)

Category E circling not authorized south of runway 8-26.

## INSTRUMENT APPROACH PROCEDURE CHARTS

**T IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

## Civil Airports and Selected Military Airports

**ALL USERS:** Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

**CIVIL USERS NOTE:** Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

**MILITARY USERS NOTE:** Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME                    TAKE-OFF MINIMUMS

**ADA, OK**

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/  
min. climb of 307' per NM to 1300. **Rwy 17**, 300-1½ or  
std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading  
174° to 1600 before proceeding on course.

NOTE: **Rwy 13**, bush 316' from DER, 43° right of  
centerline, 9' AGL/988' MSL. Tower 5477' from DER,  
872' left of centerline, 120' AGL/1117' MSL. Post 123'  
from DER, 73° right of centerline, 3' AGL/982' MSL.  
Tower 1.08 NM from DER, 9° left of centerline, 160'  
AGL/1160' MSL. **Rwy 17**, tower 1.02 NM from DER,  
1411° right of centerline, 165' AGL/1165' MSL. Pole  
1017' from DER, 449° left of centerline, 90' AGL/1053'  
MSL. Trees beginning 83' from DER, 272° left of  
centerline, up to 82' AGL/1041' MSL. Trees beginning  
32' from DER, 100° right of centerline, up to 58' AGL/  
1037' MSL. **Rwy 31**, trees beginning 2179' from DER,  
988' right of centerline, up to 64' AGL/1083' MSL.

Obstruction light on a mon 703' from DER, 548° right  
of centerline, 6' AGL/1042' MSL. **Rwy 35**, trees  
beginning 75' from DER, 72° left of centerline, up to 56'  
AGL/1065' MSL. Trees beginning 132' from DER, 261'  
right of centerline, up to 51' AGL/1050' MSL.

## NAME                    TAKE-OFF MINIMUMS

**ALTUS, OK**ALTUS/QUARTZ MOUNTAIN RGNL (AXS)  
ORIG 09267 (FAA)

NOTE: **Rwy 35**, terrain 51' from DER, 410° right of  
centerline, 1435' MSL. Trees beginning 1215' from DER,  
765' left of centerline, up to 40' AGL/1470' MSL.

**ALTUS AFB (KLTS)**

ALTUS, OK . . . . . 09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft  
taxiing 87' from DER, 360° left of centerline, 65' AGL/  
1425' MSL, aircraft taxiing between 1038' and 2525' from  
DER, 717° left of centerline, 65' AGL/1425' MSL.

**ALVA, OK**

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on  
runway heading to 2000 before turning.

**ARDMORE, OK**

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min.  
climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway  
heading to 1500 prior to turning. **Rwy 35**, climb on runway  
heading to 1400 prior to turning.

**ARDMORE, OK (CON'T)****ARDMORE MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 240' per NM to 900. **Rwy 35**, 500-1 or std. with a min. climb of 440' per NM to 900.

**ARKADELPHIA, AR****DEXTER B. FLORENCE MEMORIAL FIELD**

NOTES: **Rwy 4**, multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22**, railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

**ASH FLAT, AR****SHARP COUNTY RGNL**

NOTE: **Rwy 4**, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22**, numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

**BARTLESVILLE, OK****BARTLESVILLE MUNI (BVO)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. w/ a min. climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35**, 400-2% or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35**, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

**BATESVILLE, AR****BATESVILLE RGNL**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1% or std. with a min. climb of 215' per NM to 800. **Rwy 25**, std. with a min. climb of 230' per NM to 1500, or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25**, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7**, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

**BENTON, AR****SALINE COUNTY RGNL (SUZ)****ORIG 07354 (FAA)**

NOTE: **Rwy 2**, road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20**, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

**BENTONVILLE, AR****BENTONVILLE MUNI/LOUISE M. THADEN FIELD**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2½ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36**, tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

**BLYTHEVILLE, AR****ARKANSAS INTL (BYH)****ORIG 08101 (FAA)**

NOTE: **Rwy 36**, tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

**BLYTHEVILLE MUNI (HKA)****ORIG 08157 (FAA)**

NOTE: **Rwy 18**, tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36**, tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

**BOISE CITY, OK****BOISE CITY (17K)****ORIG 09295 (FAA)**

NOTE: **Rwy 22**, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

**BRISTOW, OK****JONES MEMORIAL**

NOTE: **Rwy 17**, cross departure end of runway at or above 31' AGL/882' MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960' MSL.

**CARLISLE, AR**

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9**, trees 296' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18**, trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27**, trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36**, road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

**CHANDLER, OK**

CHANDLER RGNL

NOTE: **Rwy 35**, tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

**CLAREMORE, OK**

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 300' per NM to 1100.

NOTE: **Rwy 17**, terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35**, tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

**CLARKSVILLE, AR**

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

**CLINTON, AR**

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5**, numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23**, numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

**CLINTON, OK**

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.

**Rwy 35**, 300-1 or std. w/ min. climb of 408' per NM to 2000.

NOTE: **Rwy 35**, tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

**CLINTON, OK (CONT)**

CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: **Rwy 17L**, tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R**, tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R**, control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

**CONWAY, AR**

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA at night. **Rwy 26**, 200-1 or std. w/ min. climb of 346' per NM to 600.

**Rwy 36**, 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8**, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18**, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26**, antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36**, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

**CUSHING, OK**

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29**, NA. **Rwy 36**, 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36**, climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36**, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

**DE QUEEN, AR**

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

**DECATUR, AR**

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31**, railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

**DUMAS, AR**

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.**DUNCAN, OK**

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2, or std. with a min. climb of 220' per NM to 1600.**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35**, 300-1.DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.**EL RENO, OK**

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,36**, NA-Environmental. **Rwy 35**, 200-1 or std. w/ min. climb of 300' per NM to 1700.NOTE: **Rwy 17**, vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35**, powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.**ELK CITY, OK**

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35**, multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.**ENID, OK**

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13**, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35**, fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.**FAIRVIEW, OK**

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.**FAYETTEVILLE, AR**

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 501' per NM to 1800 or 400-1½ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions.**Rwy 34**, 300-1 or std. w/ min. climb of 648' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34**, climb heading 344° to 2700 before proceeding on course.NOTE: **Rwy 16**, multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL.Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34**, multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.**FAYETTEVILLE/SPRINGDALE/ROGERS, AR**

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.NOTES: **Rwy 16**, trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34**, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.**FLIPPIN, AR**

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.**FORREST CITY, AR**

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

**FORT SMITH, AR****FORT SMITH RGNL**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800'. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800'. **Rwy 19**, 200-1½ or std. w/ a min. climb of 226' per NM to 700', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25**, 300-1 or std. w/ a min. climb of 351' per NM to 800'.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7**, terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

**Rwy 19**, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25**, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

**GOLDSBY, OK****DAVID JAY PERRY**

NOTE: **Rwy 13**, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31**, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35**, tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

**GROVE, OK****GROVE MUNI (GMJ)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1½ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18**, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36**, rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' AGL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

**GUTHRIE, OK****GUTHRIE-EDMOND RGNL (GOK)****AMDT 1 09351 (FAA)**

NOTE: **Rwy 16**, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

**GUYMON, OK****GUYMON MUNI**

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3700 before turning.

**HARRISON, AR****BOONE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

**HELENA/WEST HELENA, AR****THOMPSON-ROBBINS**

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 250' per NM to 700.

**HENRYETTA, OK****HENRYETTA MUNI**

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36**, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

**HOBART, OK**

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30, NA-Environmental.**NOTE: **Rwy 35**, Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.**HOPE, AR**

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, NA-Rwy closed indefinitely.**NOTE: **Rwy 16**, tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34**, trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.**HOT SPRINGS, AR**

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31, 1100-3 or std. with a min. climb of 700' per NM to 1700. Rwy 5, 1100-3 or std. with a min. climb of 820' per NM to 1700. Rwy 13, 300-1 or std. with a min. climb of 220' per NM to 700.**DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13, 23, 31**, climb on runway heading to 1700 before departing on course.**IDABEL, OK**

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2**, trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.**JONESBORO, AR**

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31, NA-obstacles.**NOTE: **Rwy 5**, multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13**, multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23**, multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.**LITTLE ROCK, AR**

ADAMS FIELD (LIT)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 300-1% or std. w/ min. climb of 391' per NM to 600. Rwy 22L, 300-1% or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwy 22R, 300-2 or std. w/ min. climb of 329' per NM to 1100.**DEPARTURE PROCEDURE: **Rwy 22R**, climb heading 225° to 1100 before turning right. **Rwy 36**, climb heading 360° to 800 before turning left.NOTE: **Rwy 4L**, tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R**, tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18**, trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L**, trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R**, trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36**, trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

**LITTLE ROCK AFB (KLRF)**

JACKSONVILLE, AR . . . . . 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL, 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.  
**TAKE-OFF OBSTACLES:** Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07 (Assault Strip):** Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline.  
**Rwy 25:** Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25 (Assault Strip):** Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

**MADILL, OK**

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.**MAGNOLIA, AR**

MAGNOLIA MUNI

NOTE: **Rwy 18**, 100' AGL tree 1950' from departure end of runway, 350' left of centerline.**MALVERN, AR**

MALVERN MUNI

NOTE: **Rwy 4**, multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22**, multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.**MC ALESTER, OK**

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/a min. climb of 318' per NM to 1100. **Rwy 20**, 300-2 or std. w/a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.NOTE: **Rwy 2**, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20**, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.**MELBOURNE, AR**

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1½ or std. with a min. climb of 211' per NM to 1000.NOTE: **Rwy 21**, water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.**MENA, AR**

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17**, std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27**, std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35**, std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35**, for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.NOTE: **Rwy 27**, trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.**MONTICELLO, AR**

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 200-1½ or std. w/min. climb of 436' per NM to 600.NOTE: **Rwy 3**, tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21**, tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.**MORRILTON, AR**

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, Std. w/min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 27**, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.NOTE: **Rwy 9**, trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27**, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.**PETIT JEAN PARK**TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 420' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

**MOUNTAIN HOME, AR**

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 27° per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23**, turn left; All aircraft proceed direct via FLP VOR/DME then climb on course.

**MOUNTAIN VIEW, AR**

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 37° per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 35° per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

**MULDROW AHP (KHMY)**

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17**, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35**, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

**MUSKOGEE, OK**

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 22**, 200-1½ or std. w/min. climb of 436' per NM to 900. **Rwy 31**, 300-1½ or std. w/min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22**, tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31**, tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

**NEWPORT, AR**

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22**, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36**, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

**NORMAN, OK**

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3**, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21**, terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35**, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

**NORTH LITTLE ROCK, AR**

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5**, 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35**, 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

**OKLAHOMA CITY, OK**

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R**, multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L**, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

## SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

## WILL ROGERS WORLD

NOTE: **Rwy 35L**, post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36**, obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

## WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 127° to 2300 before turning left. **Rwys 35L, 35R**, climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13**, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L**, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R**, windscock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL.

**Rwy 31**, road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L**, multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

**OKMULGEE, OK**

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL/779' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

9351

## OSCEOLA, AR

### OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

NOTE: **Rwy 1**, 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

## OZARK, AR

### OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22**, std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4**, trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22**, rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

## PARAGOULD, AR

### KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26, NA**- unsurveyed turrunways. **Rwy 22**, 200-1.

NOTE: **Rwy 4**, tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22**, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

## PONCA CITY, OK

### PONCA CITY RGNL (PNC)

### ORIG 07354 (FAA)

NOTE: **Rwy 17**, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35**, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

## POTEAU, OK

### ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2500 before turning on course. **Rwy 36**, climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36**, cross departure end of runway at or above 16' AGL/461' MSL.

## PRYOR, OK

### MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb to 1400 before turning on course.

## ROGERS, AR

### ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

## RUSSELLVILLE, AR

### RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25**, 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7**, building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

## SALLISAW, OK

### SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35**, 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1000 before turning. **Rwy 35**, climbing left turn to 1500 on heading 180° before proceeding on course.

## SAND SPRINGS, OK

### WILLIAM R. POOGUE MUNI (OWP)

### AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 169° to 2500 before turning left. **Rwy 35**, climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17**, trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35**, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

## SEMINOLE, OK

### SEMINOLE MUNI

NOTE: **Rwy 16**, powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

## SILO SPRINGS, AR

### SMITH FIELD

NOTE: **Rwy 18**, light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36**, power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

9351

**SPRINGDALE, AR**

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36**, 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

**STUTTGART, AR**

STUTTGART MUNI

NOTE: **Rwy 18**, tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27**, tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

**TAHLEQUAH, OK**

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17**, trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35**, poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

**TEXARKANA, AR**

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4**, multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL.

Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13**, multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22**, multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31**, vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL.

**TINKER AFB (KTIK)**

OKLAHOMA CITY, OK . . . . . 09043

DEPARTURE PROCEDURE: **Rwy 30**, climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35**, intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30**, Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

**TULSA, OK**

RICHARD LLOYD JONES JR (RVS)

AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climb heading 007° to 1400 before proceeding on course. **Rwy 13**, climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R**, climb heading 187° to 1400 before proceeding on course. **Rwy 31**, climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L**, tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL. **Rwy 1R**, railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13**, building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline,

79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L**, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R**, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31**, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

**TULSA, OK (CON'T)**

TULSA INTL

TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.

DEPARTURE PROCEDURE: Comply with SID or as cleared.

**VANCE AFB (KEND)**

ENID, OK . . . . . 09323

TAKE-OFF OBSTACLES:

**Rwy 17C**: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.**Rwy 17L**: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.**Rwy 17R**: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.**Rwy 35C**: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.**Rwy 35L**: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.**Rwy 35R**: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.**WAGONER, OK**

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36**, Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.**WATONGA, OK**

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.NOTE: **Rwy 17**, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35**, trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.**WEATHERFORD, OK**

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 188° to 2500 before proceeding on course.NOTE: **Rwy 17**, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35**, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.**WEST MEMPHIS, AR**

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.**WOODWARD, OK**

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 3100 before proceeding on course.

# RNAV (GPS) RWY 36

ALMYRA MUNI (M73)

APP CRS <b>358°</b>	Rwy Idg <b>3496</b> TDZE Apt Elev <b>210</b> <b>211</b>
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**A NA** Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.  
DME/DME RNP-0.3 NA.

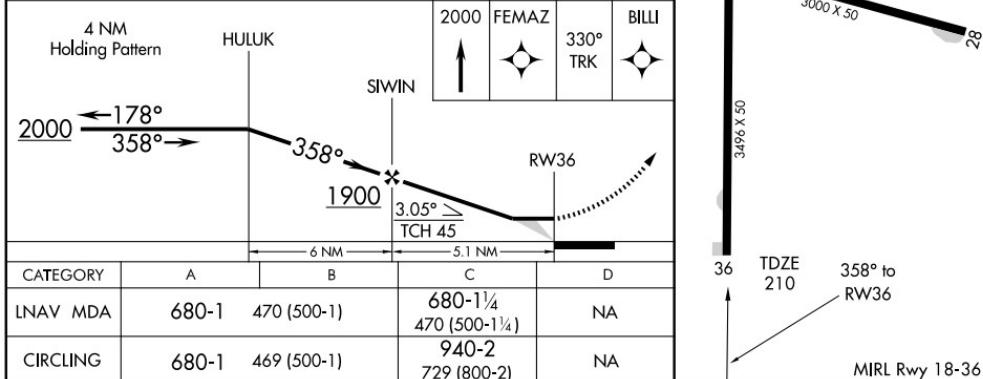
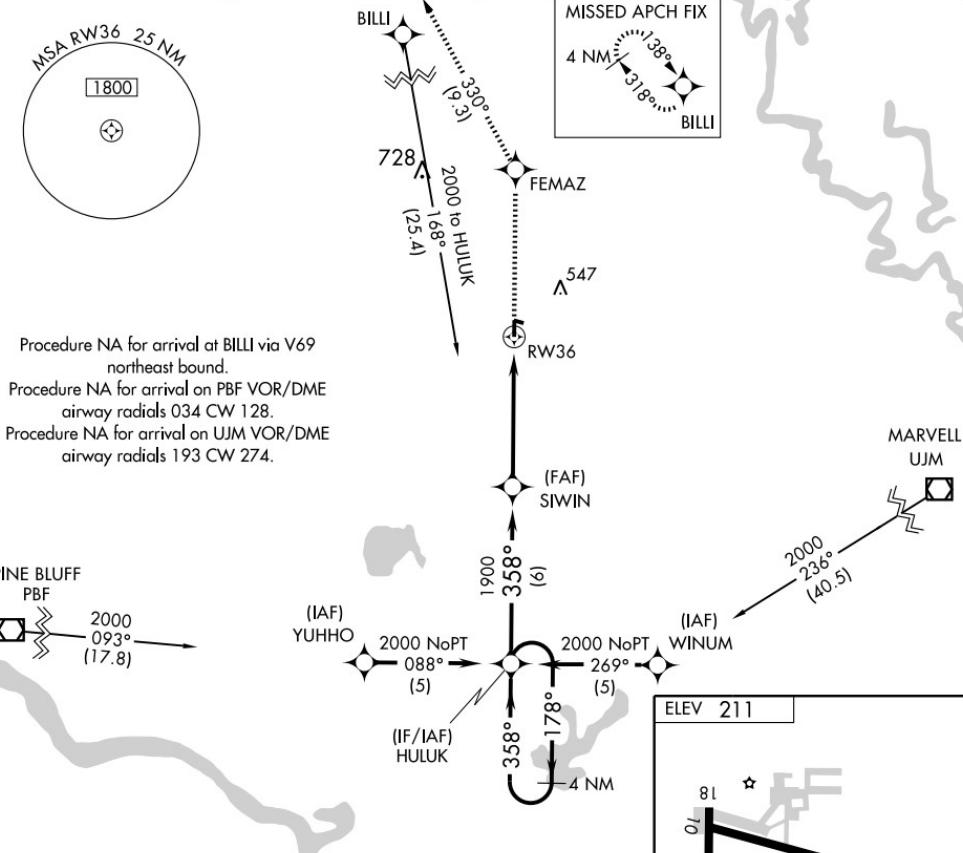
MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

STUTTGART AWOS-3  
**119.025**

LITTLE ROCK APP CON  
**119.85** **353.6**

CLNC DEL  
**119.85**

UNICOM  
**123.0** (CTAF)



VOR/DME PBF <b>116.0</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b>
Chan 107			<b>211</b>

# VOR/DME-A

ALMYRA MUNI (M73)

▲ NA Use Stuttgart altimeter setting, if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.

MISSIED APPROACH: Climbing right turn to 2000 via PBF R-062 to LISEL/10 DME and hold.

STUTGART AWOS-3  
**119.025**

LITTLE ROCK APP CON  
**119.85 353.6**

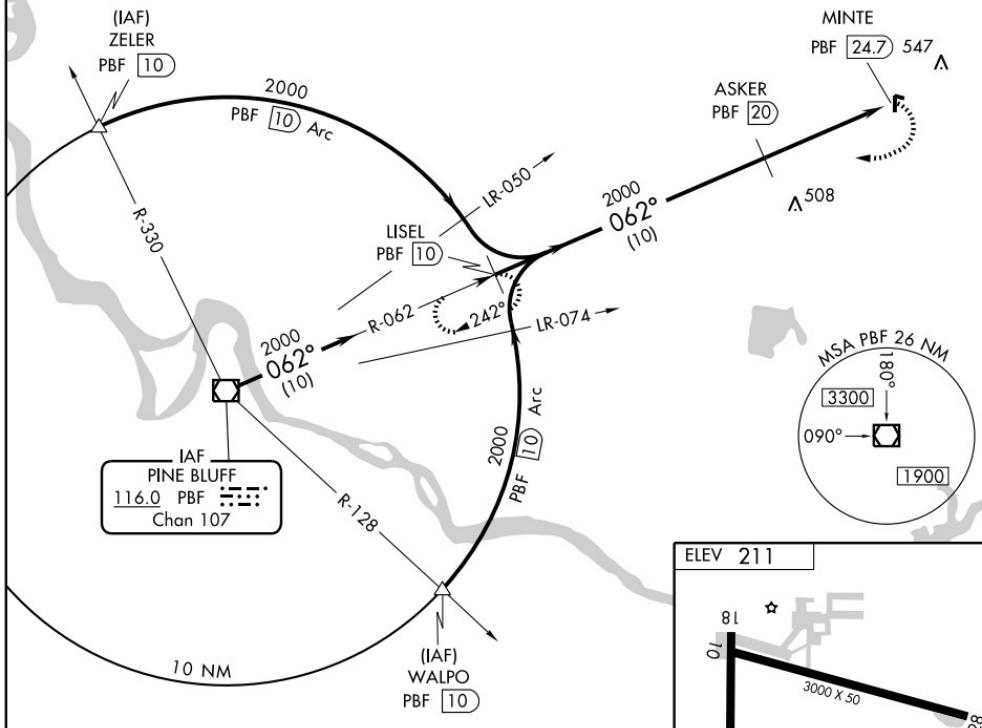
CLNC DEL  
**119.85**

UNICOM  
**123.0 (CTAF)**

▲ 848

728 ▲

Procedure NA for arrival on PBF VORTAC airway radials 034 CW 068.



CATEGORY	A	B	C	D	MIRL Rwy 18-36
	680-1	680-1 1/4	940-2	NA	
CIRCLING	469 (500-1)	469 (500-1 1/4)	729 (800-2)	NA	Knots 60 90 120 150 180 Min:Sec

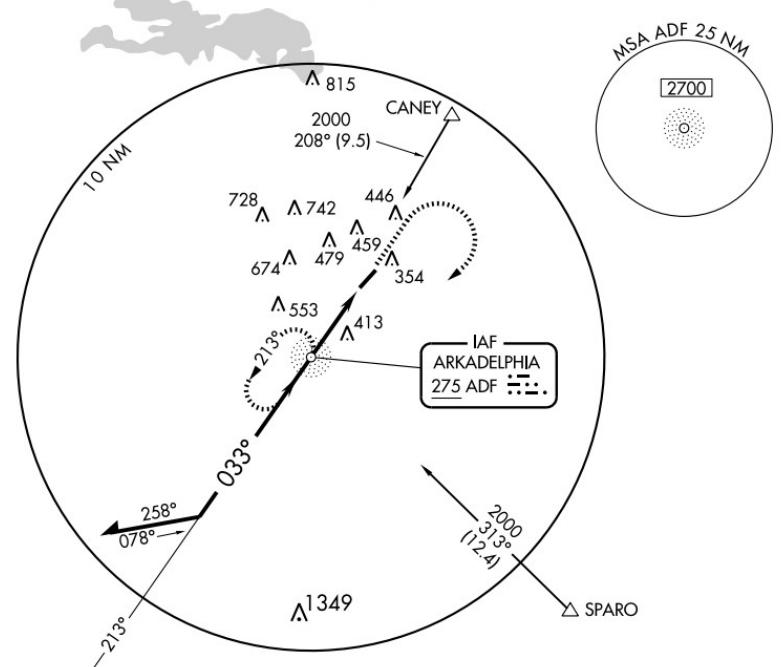
## NDB RWY 4

ARKADELPHIA / DEXTER B. FLORENCE MEMORIAL FIELD (M89)

NDB ADF <b>275</b>	APP CRS <b>033°</b>	Rwy Idg <b>5002</b> TDZE <b>182</b> Apt Elev <b>182</b>
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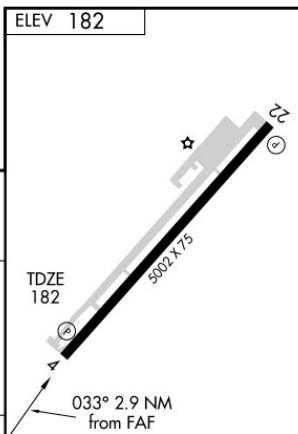
**T** Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.  
**A NA**

MISSIED APPROACH: Climb to 1400 then climbing right turn to 2000 direct ADF NDB and hold.

ASOS  
**118.175**MEMPHIS CENTER  
**128.475 377.15**UNICOM  
**122.7 (CTAF) 0**

Remain within 10 NM  
NDB  
213°  
2000  
033°  
1300  
VCSI and descent angles not coincident.

1400	2000	ADF 275
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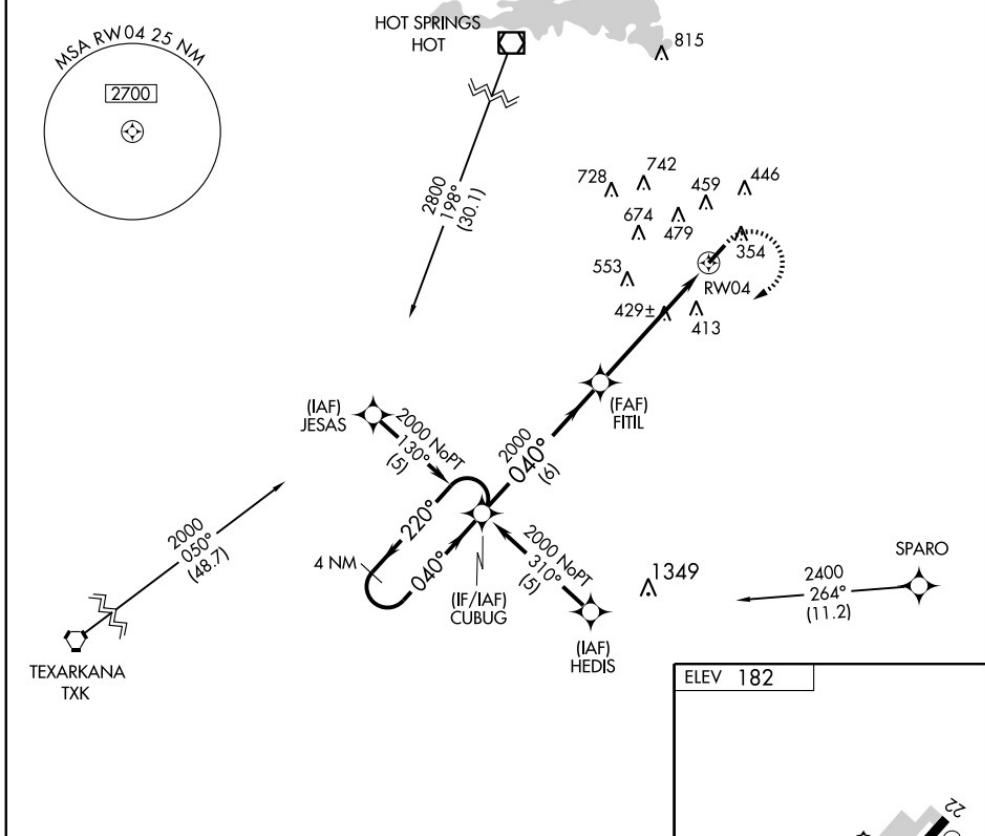
CATEGORY	A	B	C	D	MIRL Rwy 4-22 0
S-4	880-1 698 (700-1)		880-2 698 (700-2)	NA	FAF to MAP 2.9 NM
CIRCLING	880-1 698 (700-1)		880-2 698 (700-2)	NA	Knots 60 90 120 150 180 Min:Sec 2:54 1:56 1:27 1:10 0:58

APP CRS <b>040°</b>	Rwy Idg <b>5002</b> TDZE <b>182</b> Apt Elev <b>182</b>
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**RNAV (GPS) RWY 4**

ARKADELPHIA/DEXTER B. FLORENCE MEMORIAL FIELD (M89)

<p>DME/DME RNP-0.3 NA. Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.</p>		MISSIED APPROACH: Climbing right turn to 2000 direct CUBUG and hold.
ASOS <b>118.175</b>	MEMPHIS CENTER <b>128.475 377.15</b>	UNICOM <b>122.7 (CTAF)</b>



CATEGORY	A	B	C	D
LNAV MDA	800-1 618 (700-1)		800-1¾ 618 (700-1¾)	NA
CIRCLING	860-1 678 (700-1)	880-1 698 (700-1)	880-2 698 (700-2)	NA

TDZE 182, 5002 X 75, 040° to RW04, MIRL Rwy 4-22.

ASH FLAT, ARKANSAS

AL-5758 (FAA)

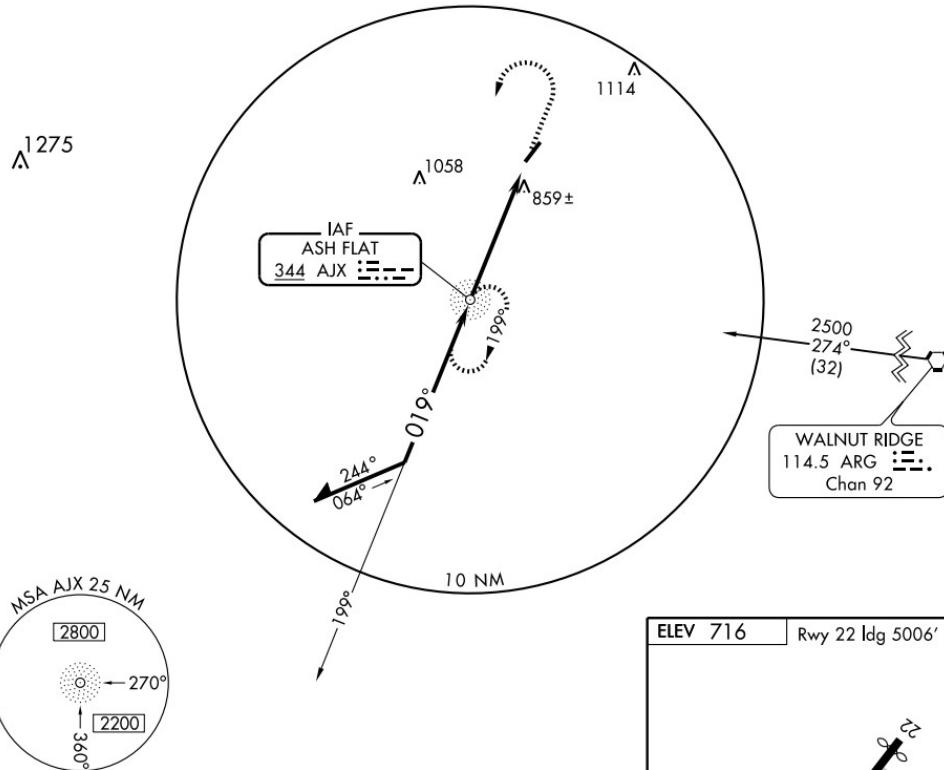
NDB AJX <b>344</b>	APP CRS <b>019°</b>	Rwy Idg <b>5156</b> TDZE <b>700</b> Apt Elev <b>716</b>
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**NDB RWY 4**

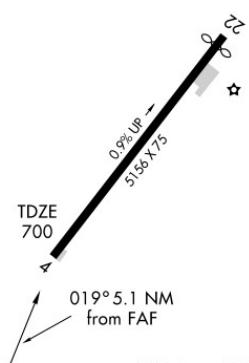
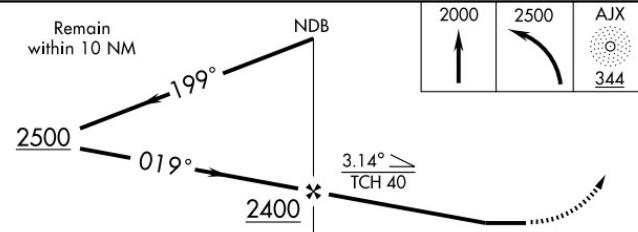
ASH FLAT/ SHARP COUNTY RGNL (CVK)

▼ Use Jonesboro altimeter setting; if not received, procedure not authorized.  
 ▲ NA

MISSIED APPROACH: Climb to 2000 then climbing left turn to 2500 direct AJX NDB and hold.

MEMPHIS CENTER  
**120.075 289.4**UNICOM  
**122.7 (CTAF) 0**

ELEV 716 Rwy 22 Idg 5006'



CATEGORY	A	B	C	D
S-4	1380-1	680 (700-1)	1380-2 680 (700-2)	NA
CIRCLING	1460-1 744 (800-1)	1460-1½ 744 (800-1½)	1460-2½ 744 (800-2½)	NA

FAF to MAP 5.1 NM

Knots 60 90 120 150 180

Min:Sec 5:06 3:24 2:33 2:02 1:42

## RNAV (GPS) RWY 4

ASH FLAT / SHARP COUNTY RGNL (CVK)

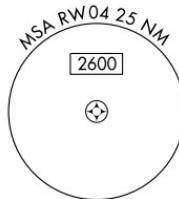
APP CRS	Rwy Idg	5156
036°	TDZE	700
	Apt Elev	716

▼ DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.

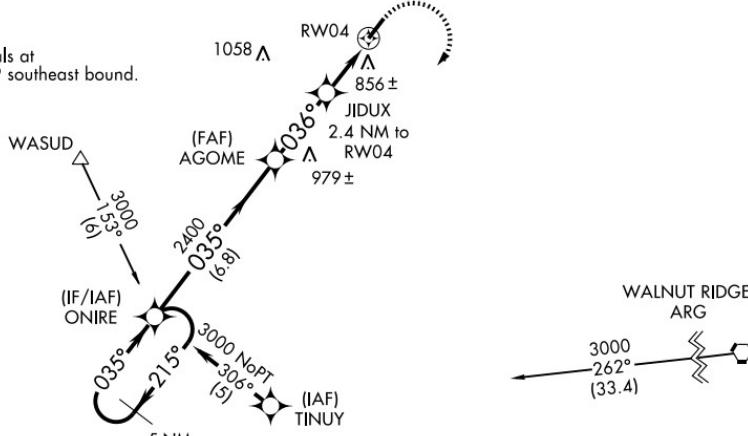
MEMPHIS CENTER  
120.075 289.4

UNICOM  
122.7 (CTAF) 0

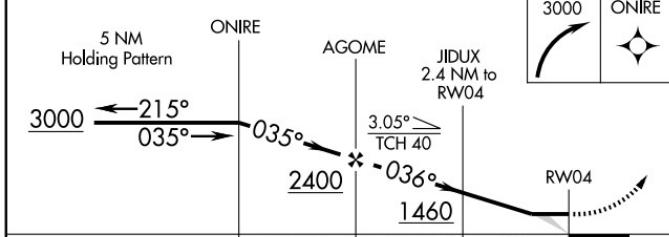
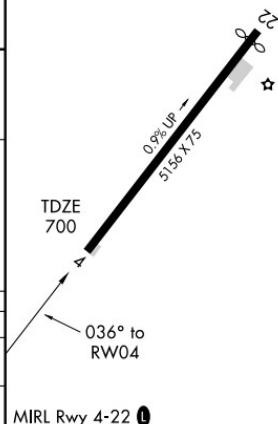
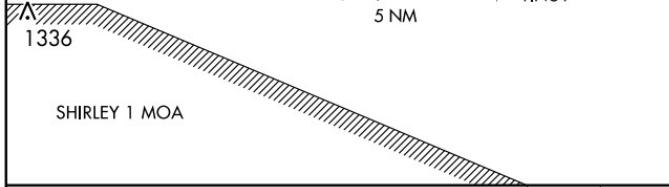


A1114

Procedure NA for arrivals at ARG VORTAC via V159 southeast bound.



ELEV 716 Rwy 22 Idg 5006'



CATEGORY	A	B	C	D
LNAV MDA	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA

APP CRS <b>216°</b>	Rwy Idg <b>5006</b> TDZE <b>716</b> Apt Elev <b>716</b>
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**RNAV (GPS) RWY 22**

ASH FLAT/ SHARP COUNTY RGNL (CVK)

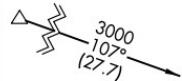
**T** DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

MISSSED APPROACH: Climb to 3000 direct ONIRE and hold.

MEMPHIS CENTER  
**120.075 289.4**UNICOM  
**122.7 (CTAF) 0**

LINDBERGH C MOA

ZERTY



MSA RW22 25 NM  
**2600**

A 1444

(IAF) KOCEG

5 NM

3000  
126°  
(15)036°  
216°3000 NopT  
(15)3000 NopT  
(15)2400  
216°  
(6.5)2400  
216°  
(6.5)(FAF)  
NOYDI(IF/IAP)  
JINOM(IAF)  
HUXAG3000  
300°  
(24.1)

WALNUT RIDGE

ARG

OYEYA  
2.7 NM to  
RW22

A 1114

RW22

A 1058

3000  
036°  
(21.7)

WASUD

3000  
ONIREOYEYA  
2.7 NM to  
RW22

NOYDI

JINOM

5 NM

Holding Pattern

036°

3000

216°

216°

3.04°

TCH 40

RW22

1600

2.7 NM

2.4 NM

6.5 NM

ELEV 716 Rwy 22 Idg 5006'

216° to  
RW22TDZE  
716

839±

0.9% UP

3156' VTS

CATEGORY

A

B

C

D

LNAV MDA

1360-1 644 (700-1)

1360-1 1/4  
644 (700-1 1/4)

NA

CIRCLING

1400-1 684 (700-1)

1400-2  
684 (700-2)

NA

MIRL Rwy 4-22 0

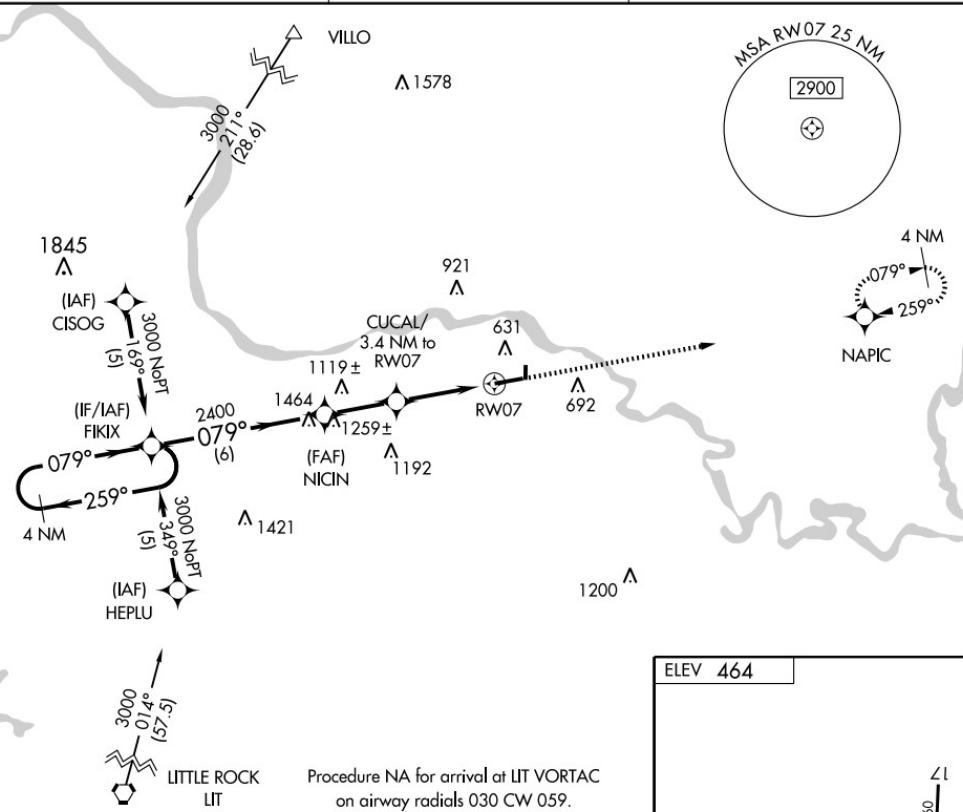


# RNAV (GPS) RWY 7

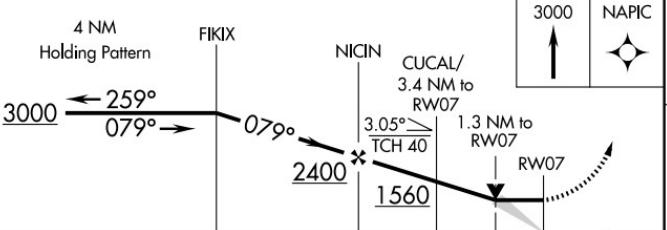
## BATESVILLE RGNL (BVX)

APP CRS  
079°Rwy Idg 6002  
TDZE 463  
Apt Elev 464

**T** If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat C.

MALS  
(A4)MISSSED APPROACH:  
Climb to 3000 direct  
NAPIC and holdAWOS-3  
126.375MEMPHIS CENTER  
126.85 281.55UNICOM  
122.8 (CTAF) 0

SC-117 DEC 2009 04 JAN 2010



ELEV 464

TDZE  
463

(A4)

079° to  
RW07

MIRL Rwy 7-25 0

CATEGORY	A	B	C	D
LNAV MDA	920-¾ 457 (500-¾)		920-1¼ 457 (500-1¼)	920-1½ 457 (500-1½)
CIRCLING	980-1 516 (600-1)		980-1½ 516 (600-1½)	1040-2 576 (600-2)

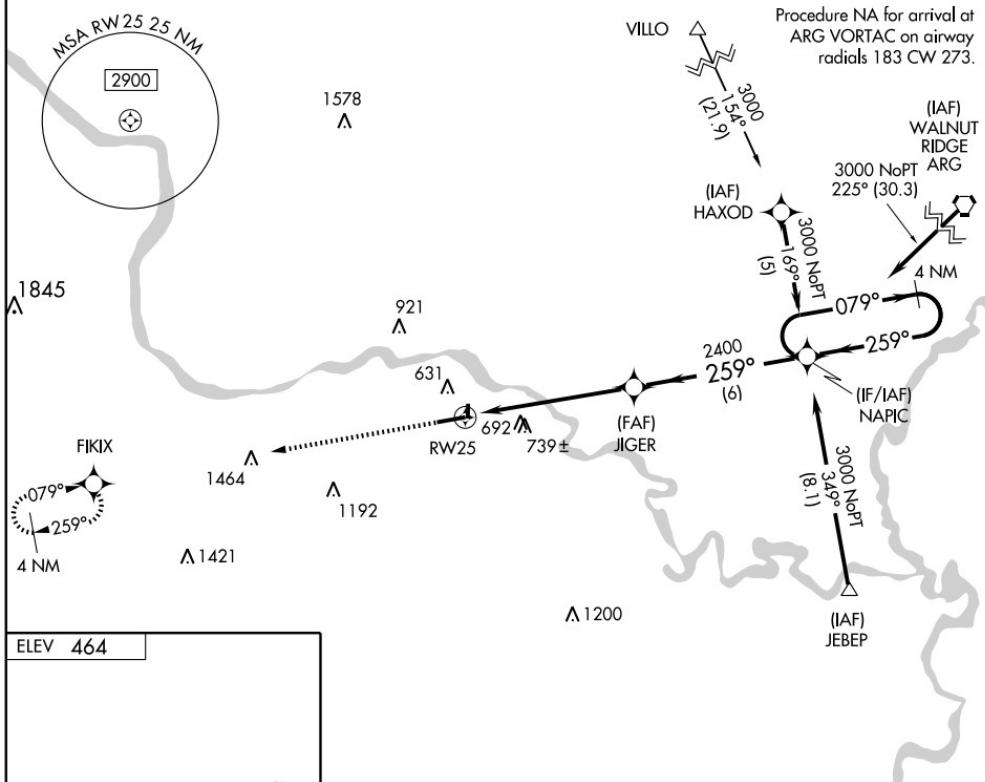
# RNAV (GPS) RWY 25

## BATESVILLE RGNL (BVX)

APP CRS  
259°Rwy Idg 6002  
TDZE 464  
Apt Elev 464

**T** If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

AWOS-3  
126.375MEMPHIS CENTER  
126.85 281.55UNICOM  
122.8 (CTAF) 0

BENTON, ARKANSAS

AL-10336 (FAA)

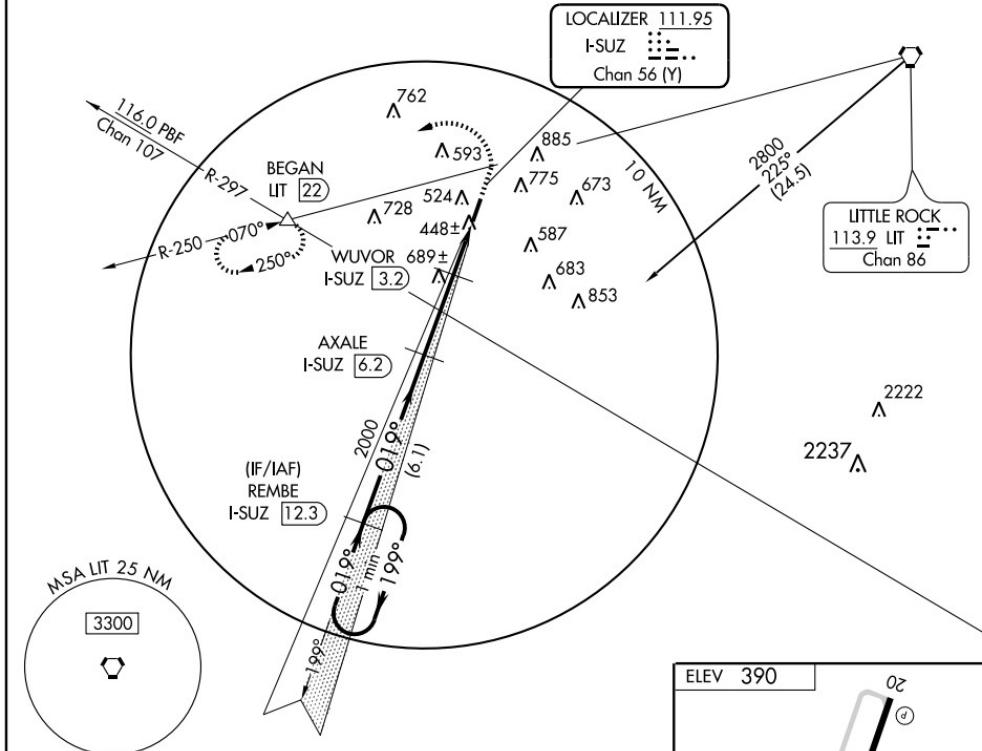
## LOC/DME RWY 2

BENTON/ SALINE COUNTY RGNL (SUZ)

LOC/DME I-SUZ	APP CRS	Rwy Idg	<b>5001</b>
<b>111.95</b>		TDZE	<b>390</b>
Chan 56 (Y)		Apt Elev	<b>390</b>

**T** NA Visibility reduction by helicopters NA.  
**A** NA Use Little Rock/Adams Field altimeter setting.

MISSSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

LITTLE ROCK APP CON  
**119.5 306.2**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D	
S-2	<b>760-1 370 (400-1)</b>			<b>760-1 1/4 370 (400-1 1/4)</b>	
CIRCLING	1000-1 610 (700-1)	1140-1 1/4 750 (800-1 1/4)	1140-2 1/4 750 (800-2 1/4)	1140-2 1/2 750 (800-2 1/2)	Knots 60 90 120 150 180 Min:Sec

## RNAV (GPS) RWY 2

BENTON/ SALINE COUNTY RGNL (SUZ)

WAAS CH 58209 W02A	APP CRS 019°	Rwy Idg 5001 TDZE 390 Apt Elev 390
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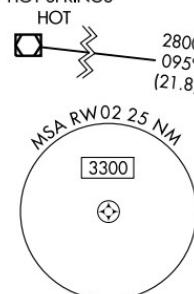
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cat 1/4 mile and LNAV visibility Cat D 1/4 mile.

MISSSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

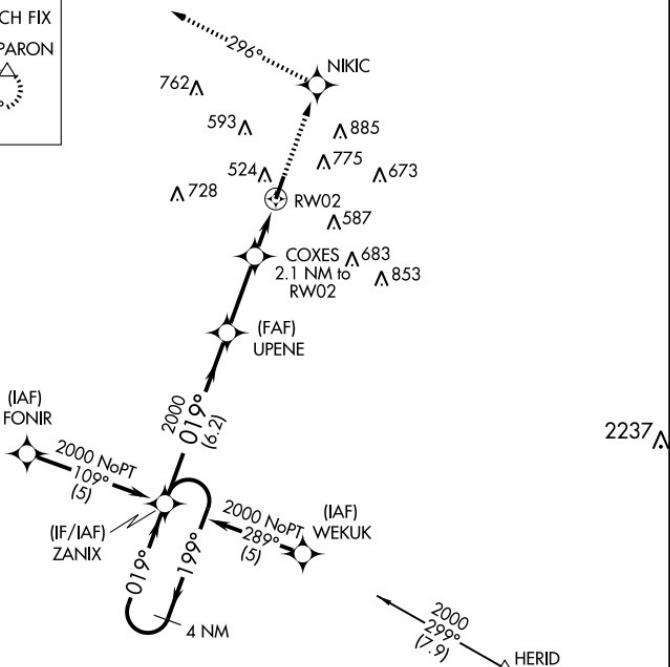
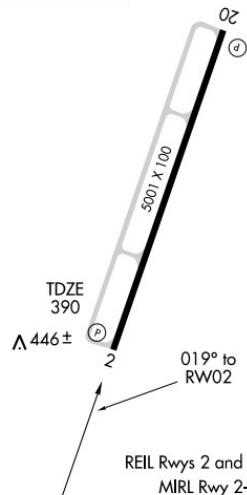
HOT SPRINGS ASOS  
119.925LITTLE ROCK APP CON  
119.5 306.2UNICOM  
122.8 (CTAF) 0

Procedure NA for arrivals at HOT VOR/DME via V124-573 westbound.

HOT SPRINGS



ELEV 390



CATEGORY	A	B	C	D
LPV DA		735-1/4	345 (400-1 1/4)	
LNAV/ VNAV DA		769-1/4	379 (400-1 1/4)	
LNAV MDA	900-1	510 (600-1)	900-1 1/2	510 (600-1 1/2)
CIRCLING	1000-1 610 (700-1)	1140-1 1/4 750 (800-1 1/4)	1140-2 1/4 750 (800-2 1/4)	1140-2 1/2 750 (800-2 1/2)

## RNAV (GPS) RWY 20

BENTON/ SALINE COUNTY RGNL (SUZ)

WAAS	APP CRS	Rwy Idg	5001
CH 40309	199°	TDZE	387
W20A		Apt Elev	390

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

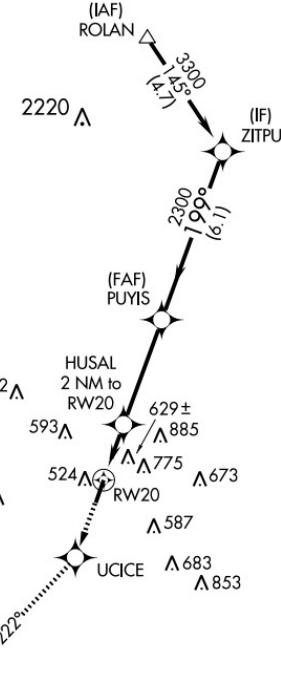
MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

HOT SPRINGS ASOS  
119.925

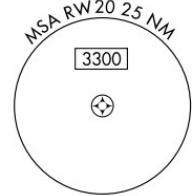
LITTLE ROCK APP CON  
119.5 306.2

UNICOM  
122.8 (CTAF) 0

For LNAV/VNAV fly visual to airport, 199° - 2.9 NM.



Procedure NA for arrivals at ROLAN via V534 northwest bound.



MISSED APCH FIX  
4 NM  
042°  
222°  
MALVE

2000  
UCICE  
222° TRK  
MALVE

For LNAV/VNAV fly visual to airport, 199° - 2.9 NM.

\* LNAV only

RW20  
HUSAL  
2 NM to RW20  
1060\*

ZITPU  
3300  
Procedure Turn NA  
GS 3.00° TCH 34

ELEV 390

199° to RW20  
A 2227 02 TDZE 387

CATEGORY

827-1½ 440 (500-1½)

LPV DA

1330-2 943 (1000-2)

LNAV/ VNAV DA

1330-2¾ 943 (1000-2¾)

LNAV MDA

960-1 573 (600-1)

CIRCLING

960-1½ 573 (600-1½)

610 (700-1)

750 (800-1½)

750 (800-2½)

ELEV 390

199° to RW20  
A 2227 02 TDZE 387  
3001 X 100  
2  
REIL Rwy 2 and 20 L  
MIRL Rwy 2-20 L

BENTN2.BENTN) 0734

## BENTON TWO DEPARTURE

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

SL-6126 (FAA)

BENTONVILLE, ARKANSAS

CLNC DEL 121.05 263.12  
 UNICOM 122.8 (CTAF)  
 AWOS-3 134.975  
 RAZORBACK DEP CON ★  
 121.0 (WEST) 244.57

TAKE-OFF MINIMUMS:

Rwy 18: standard.

Rwy 36: 300 -2 1/4 or standard with minimum climb at 270 feet per NM to 1700.

BARTLESVILLE  
 117.9 BVO Chan 126  
 N36°50.06'-W94°01.10'  
 L-15, H-6

TULSA  
 114.4 TUL Chan 91  
 N36°11.78' -W95°47.29'  
 L-15, H-6

WILL ROGERS  
 116.1 IRW Chan 88  
 N35°21.52'-W97°36.55'  
 L-15, H-6

OKMULGEE  
 114.9 OKM Chan 96  
 N35°41.59'-W95°51.96'  
 L-15, H-6

McALESTER  
 112.0 MLC Chan 57  
 N34°50.97'-W95°46.94'  
 L-17, H-6

SPRINGFIELD  
 116.9 SGF Chan 116  
 N37°21.36'-W93°20.04'  
 L-16, H-5

DOGWOOD  
 109.4 DGD Chan 31  
 N37°01.41' -W92°52.62'  
 L-16

NEOSHO  
 117.3 EOS Chan 120  
 N36°50.55'-W94°26.14'  
 L-16, H-6

DEPARTURE OBSTACLESRwy 36: 1343' T-L Tower  
1342' T-L Tower

RAZORBACK  
 116.4 RZC Chan 111  
 N36°14.79'-W94°07.28'  
 L-16, H-6

HARRISON  
 112.5 HRO Chan 72  
 N36°19.10'-W93°12.80'  
 L-16

FORT SMITH  
 110.4 FSM Chan 41  
 N35°23.30'-W94°16.29'  
 L-16, H-6

LITTLE ROCK  
 113.9 LIT Chan 86  
 N34°40.66'-W92°10.83'  
 L-18, H-6

HOT SPRINGS  
 110.0 HOT Chan 37  
 N34°28.72'-W93°05.44'  
 L-17

NOTE: Rwy 36 tower 11,638 feet from departure end of runway  
 1607 feet left of centerline, 345 feet AGL/1595 feet MSL.

Multiple T-L tower 2048 feet from departure end of runway,  
 81 feet AGL/1356 feet MSL.

NOTE: Chart not to scale.

NOTE: RADAR required.



## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Fly runway heading; expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

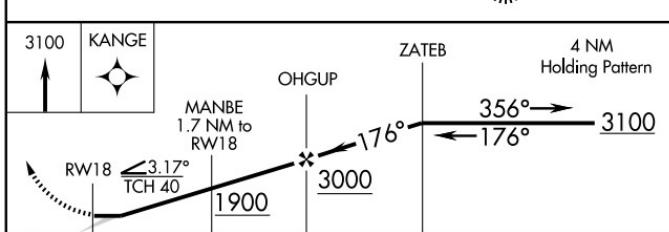
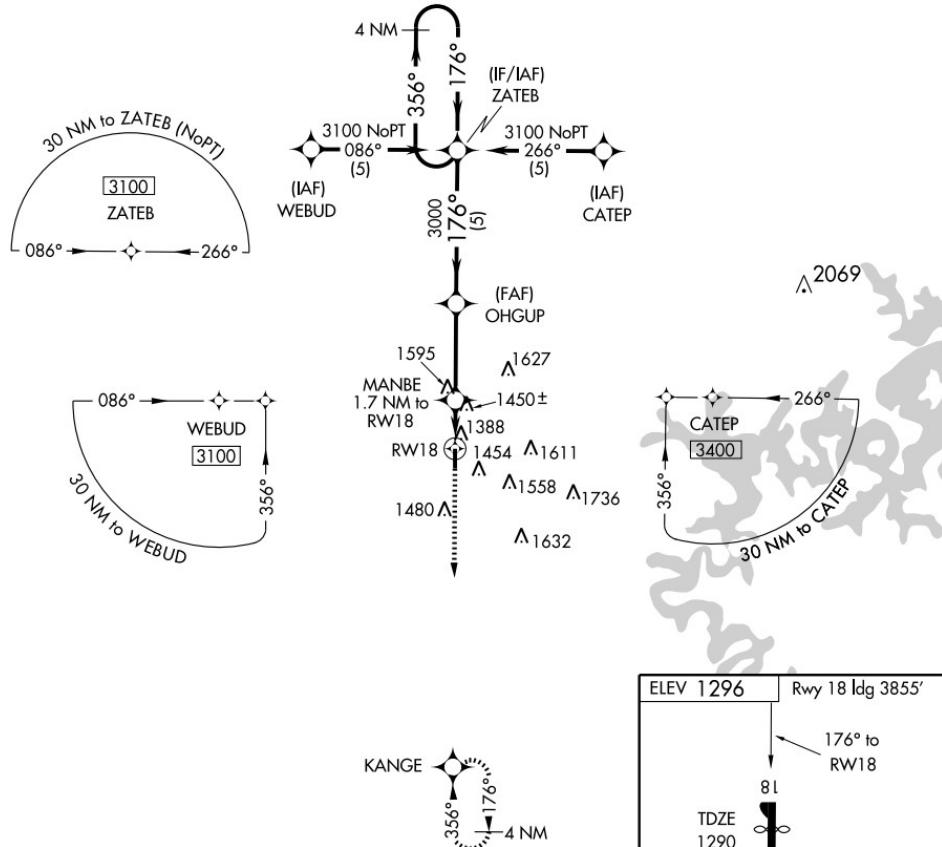
## RNAV (GPS) RWY 18

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

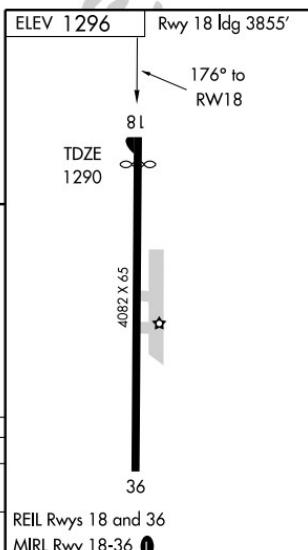
APP CRS <b>176°</b>	Rwy Idg <b>3855</b> TDZE <b>1290</b> Apt Elev <b>1296</b>
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▼ GPS or RNP-0.3 required.  
 ▲ NA DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 3100 direct KANGE and hold.

AWOS-3  
**134.975**RAZORBACK APP CON ★  
**121.0 (WEST) 244.57**CLNC DEL  
**121.05 263.12**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
LNAV MDA	1760-1	470 (500-1)	1760-1½ 470 (500-1½)	1760-1½ 470 (500-1½)
CIRCLING	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	1960-2 664 (700-2)



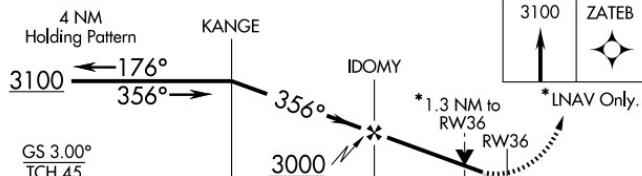
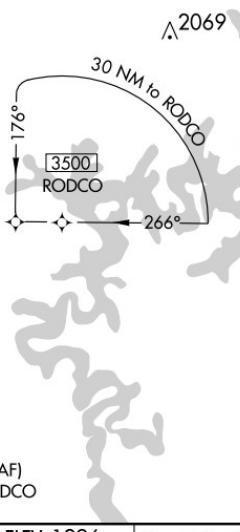
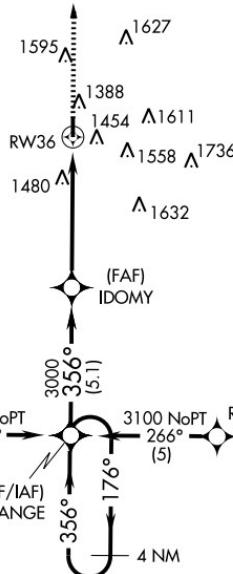
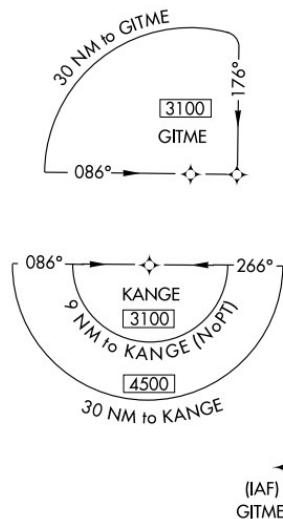
## RNAV (GPS) RWY 36

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

APP CRS <b>356°</b>	Rwy Idg <b>4082</b>
TDZE <b>1290</b>	
Apt Elev <b>1296</b>	

**V** Baro-VNAV NA below -17°C (-2°F).  
**A NA** GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

MISSSED APPROACH: Climb to 3100 direct ZATEB WP and hold.

AWOS-3  
**134.975**RAZORBACK APP CON ★  
**121.0 (WEST) 244.57**CLNC DEL  
**121.05 263.12**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA				
LNAV MDA	1740-1 450 (500-1½)	1740-1½ 450 (500-1½)	1740-1½ 450 (500-1½)	
CIRCLING	1820-1½ 524 (600-1½)		1960-2 664 (700-2)	

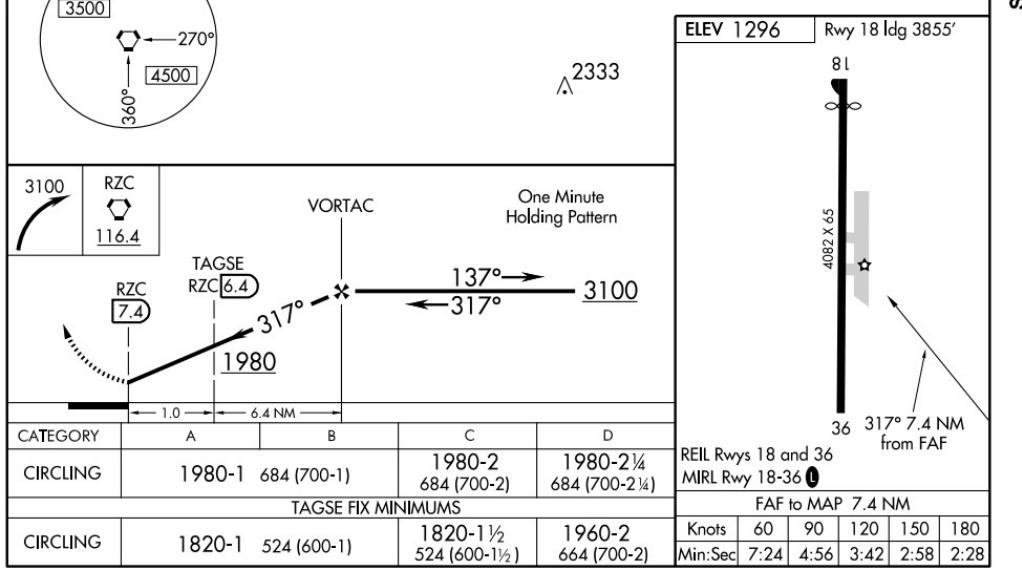
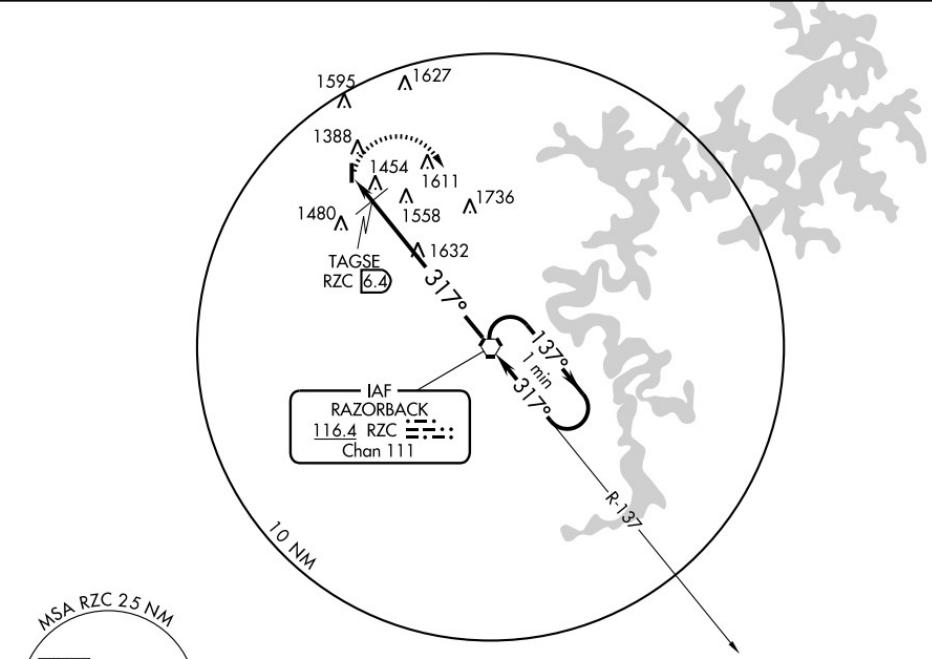
TDZE 1290  
36  
356° to RW36  
REIL Rwy 18 and 36  
MIRL Rwy 18-36 0

VOR-A

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

VORTAC RZC <b>116.4</b> Chan 111	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1296</b>
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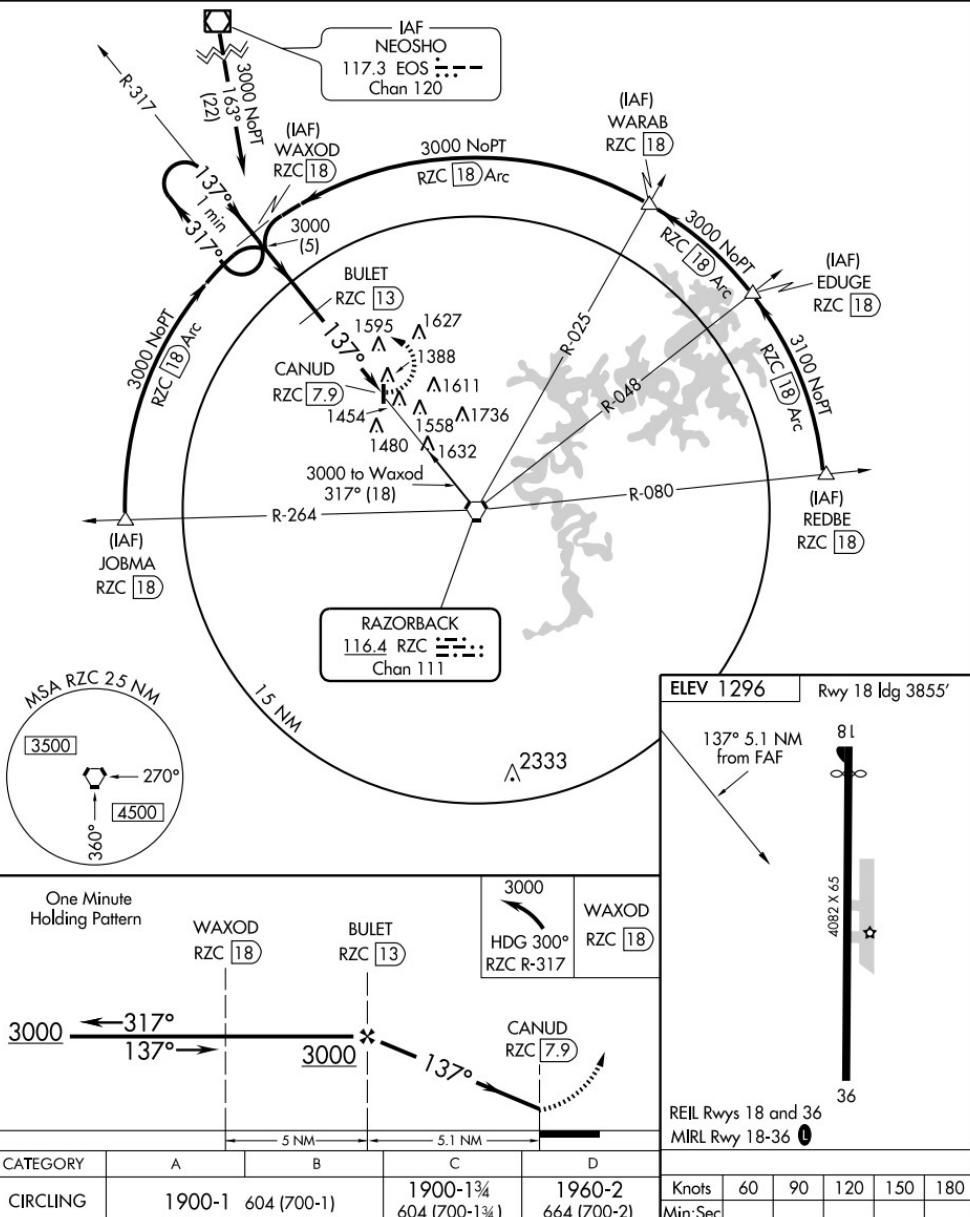
 	MISSSED APPROACH: Climbing right turn to 3100 direct RZC VORTAC and hold.		
AWOS-3 <b>134.975</b>	RAZORBACK APP CON * 121.0 (WEST) 244.57	CLNC DEL <b>121.05 263.12</b>	UNICOM <b>122.8 (CTAF) 0</b>



## VOR/DME-B

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

VORTAC RZC <b>116.4</b> Chan 111	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1296</b>
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AWOS-3  
**134.975**RAZORBACK APP CON\*  
**121.0 (WEST) 244.57**CLNC DEL  
**121.05 263.12**UNICOM  
**122.8 (CTAF) 0**

LOC/DME I-BYH	APP CRS	Rwy Idg 11602
110.3	179°	TDZE 250
Chan 40		Apt Elev 254

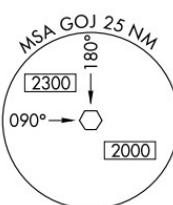
## ILS RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

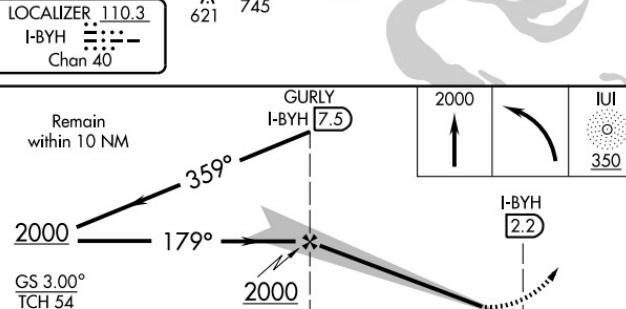
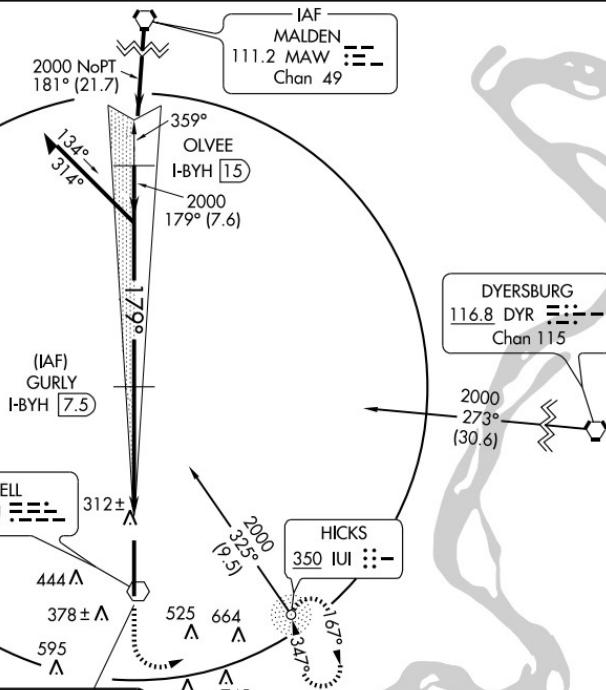
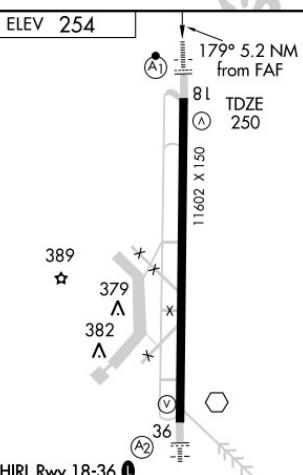
**T** For inoperative ALSF-1, increase S-LOC-18 Cat D visibility to 1 mile.  
**A** Circling not authorized East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA/MDAs 20 feet.

ALSF-1  
(A)

MISSSED APPROACH: Climb to 2000 then left turn direct IUI NDB and hold.

MEMPHIS CENTER  
134.65 316.15UNICOM  
122.7 (CTAF) (I)

1294

DME and ADF  
REQUIRED

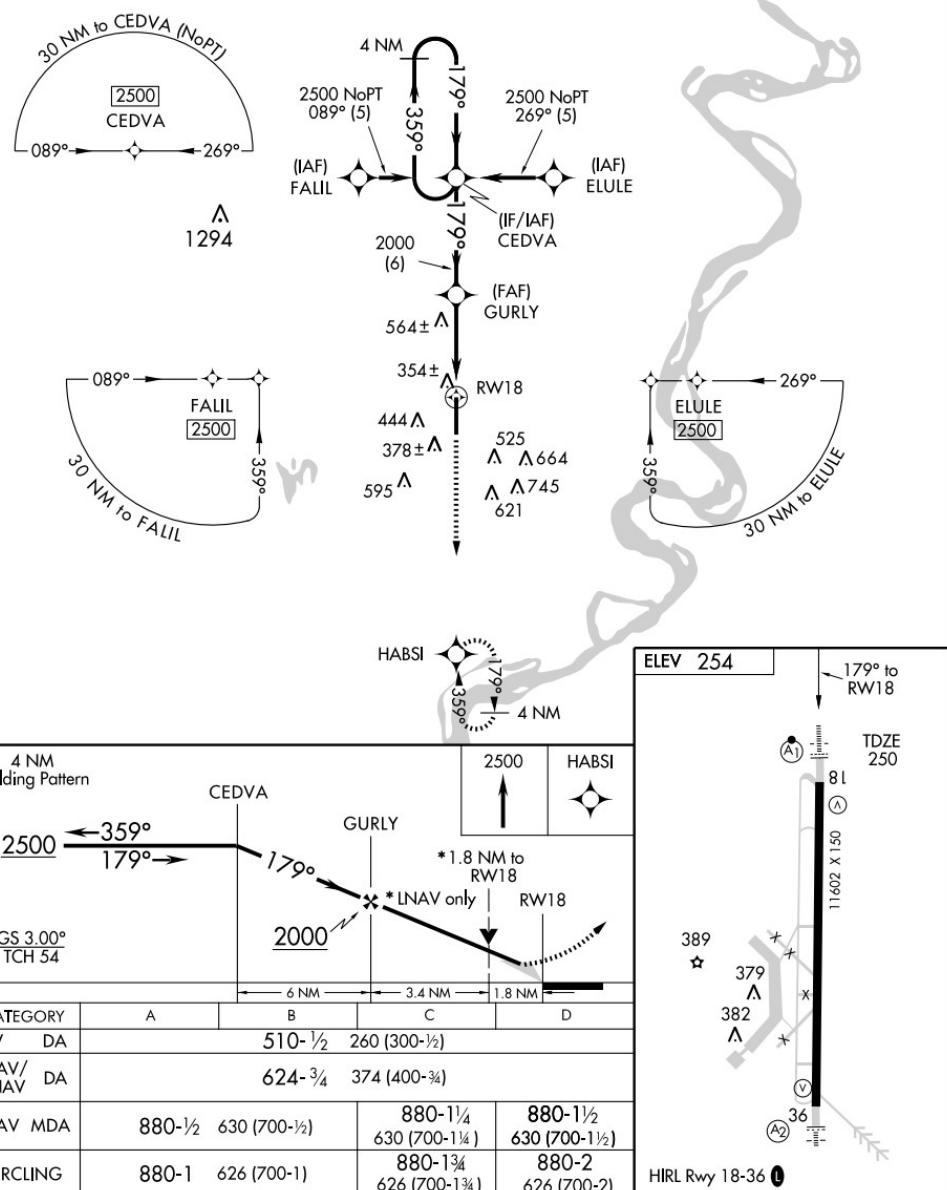
CATEGORY	A	B	C	D
S-ILS 18			450- ½	200 (200-½)
S-LOC 18		580- ½	330 (400-½)	580- ¾ 330 (400-¾)
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	720-1½ 466 (500-1½)	820-2 566 (600-2)

WAAS CH 58306 W18A	APP CRS 179°	Rwy Idg 11602 TDZE 250 Apt Elev 254
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# RNAV (GPS) RWY 18

BLYTHEVILLE / ARKANSAS INTL (BYH)

<b>T</b> Circling NA East of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DAs 14 feet, all MDAs 20 feet. Baro-VNAV and VDP NA when using Blytheville Muni altimeter setting. For inoperative ALSF, when using Blytheville Muni altimeter setting, increase LPV visibility to 1 mile all Cats. <b>A</b> NA	ALSF-1 (A1)	MISSIED APPROACH: Climb to 2500 direct HABSI and hold.
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MEMPHIS CENTER  
134.65 316.15UNICOM  
122.7 (CTAF) 0

## **RNAV (GPS) RWY 36**

BLYTHEVILLE/ARKANSAS INTL (BYH)

APP CRS <b>359°</b>	Rwy Idg <b>11602</b> TDZE <b>254</b> Apt Elev <b>254</b>
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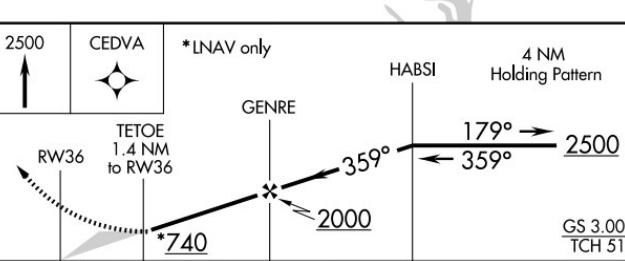
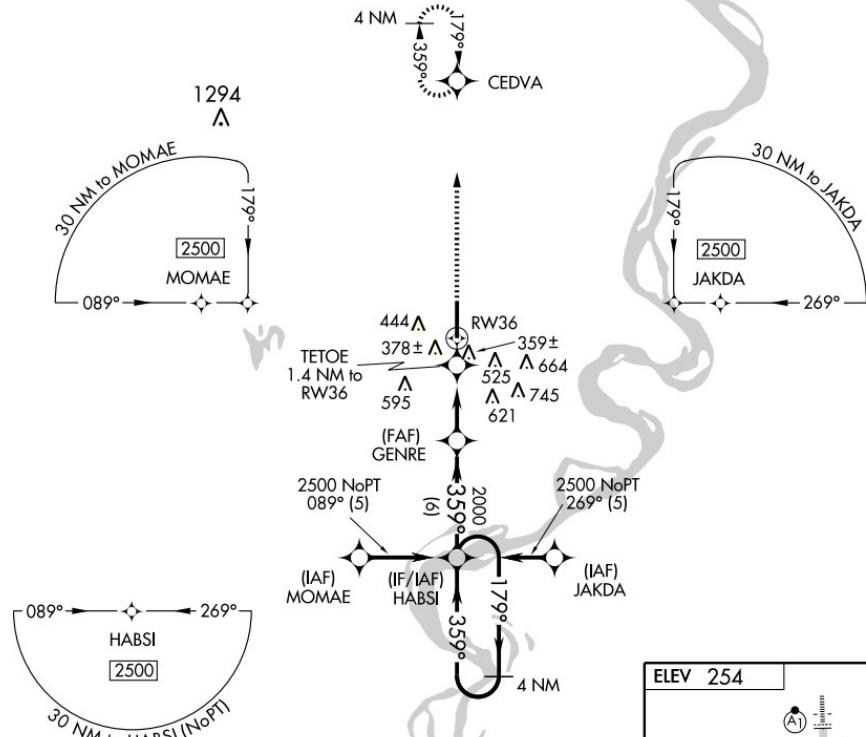
**T** Circling NA east of Rwy 18-36. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNAV-0.3 NA. Obtain local altimeter setting on CTAf; when not received, use Blytheville Muni altimeter setting and increase all DAS/MDAs 20 feet. Baro-VNAV NA when using Blytheville Muni altimeter setting. Inoperative table does not apply LNVA/VNAV

SALS

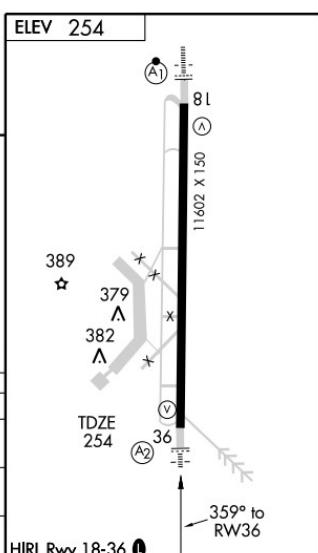
**MISSED  
APPROACH:**  
Climb to 2500  
direct CEDVA  
and hold.

MEMPHIS CENTER  
134.65 316.15

**UNICOM  
122.7 (CTAF) L**



CATEGORY	A	B	C	D
NAV/ DA NAV		821-2	567 (600-2)	
NAV MDA	620- $\frac{3}{4}$	366 (400- $\frac{3}{4}$ )		620- $1\frac{1}{4}$ 366 (400- $1\frac{1}{4}$ )
IRCLING	700-1 446 (500-1)	720-1 446 (500-1)	720-1 $\frac{1}{2}$ 446 (500-1 $\frac{1}{2}$ )	820-2 564 (600-2)



BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

VOR GOJ <u>111.8</u>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>11602</b> <b>250</b> <b>254</b>
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VOR RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

**T** Circling NA East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

ALSF-1

MISSED APPROACH: Climb to 2000  
then right turn direct GOJ VOR and hold.

**MEMPHIS CENTER  
134.65 316.15**

**UNICOM  
122.7 (CTAF) L**

1294 A

MALDEN  
111.2 MAW   
Chan 49

2000 to  
VOR  
179°  
(336.2)

2000 ft  
VOR  
179° -  
(36.2)

R-354  
174°  
183° (6.3)  
2000

MSA GOJ 25 NM  
180°  
2300  
090°

DYERSBURG  
6.8 DYR Chan 115

2000  
260°  
(30.6)

Remain  
within 10 NM

GOJ  
111.8

Remain  
within 10 NM

2000

354°

174°

VOR

CATEGORY	A	B	C	D
S-18	920-1½	670 (700-½)	920-1¼ 670 (700-1¼)	920-1½ 670 (700-1½)
CIRCLING	920-1	666 (700-1)	920-1¾ 666 (700-1¾)	920-2 666 (700-2)

#### BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS

S-18	940-½ 690 (700-½)	940-1½ 690 (700-1½)	940-1¾ 690 (700-1¾)
CIRCLING	940-1 686 (700-1)	940-2 686 (700-2)	940-2 ¼ 686 (700-2 ¼)

Knots	60	90	120	150	180
Min:Sec					

VOR GOJ	APP CRS	Rwy Idg 11602
111.8	004°	TDZE 254
		Apt Elev 254
		254

## VOR RWY 36

BLYTHEVILLE/ARKANSAS INTL (BYH)

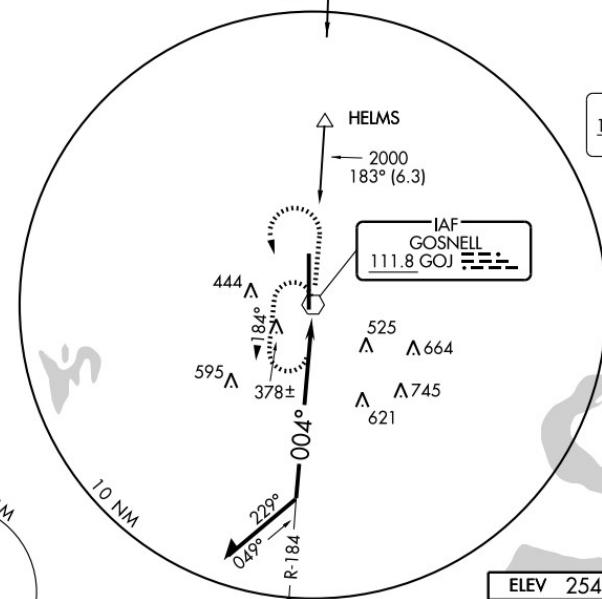
▼ Circling NA East of Rwy 18-36. Obtain local altimeter on CTAFF; when not received, use Blytheville Muni altimeter setting. Inoperative table does not apply to Cat C.

SALS  
Ⓐ ⒷMISSSED APPROACH:  
Climb to 2000 then left turn  
direct GOJ VOR and hold.MEMPHIS CENTER  
134.65 316.15UNICOM  
122.7 (CTAF) 11294  
Ⓐ

MALDEN

111.2 MAW

Chan 49

2000 io  
VOR  
179°  
(36.2)

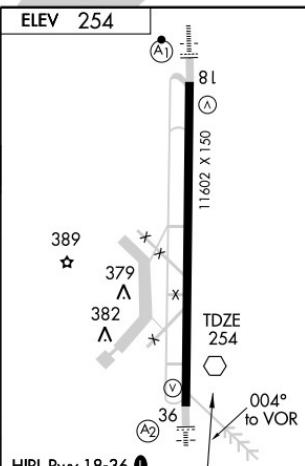
MSA GOJ 25 NM  
2300  
090° →  
2000

10 NM

Remain  
within 10 NM

2000		GOJ
	↗	111.8

VOR  
2000  
184°  
004°



HIRL Rwy 18-36 1

## CATEGORY

A

B

C

D

S-36

900-¾ 646 (700-¾)

900-1¾  
646 (700-1¾)

900-2

646 (700-2)

CIRCLING

900-1 646 (700-1)

900-1¾  
646 (700-1¾)

900-2

646 (700-2)

Knots 60 90 120 150 180

Min:Sec

NDB RWY 18

## BLYTHEVILLE MUNI (HKA)

NDB IUI <u>350</u>	APP CRS <b>186°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>255</b> <b>255</b>
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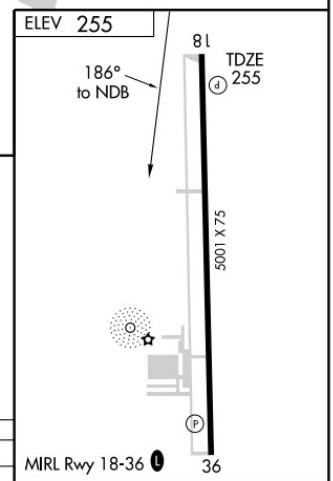
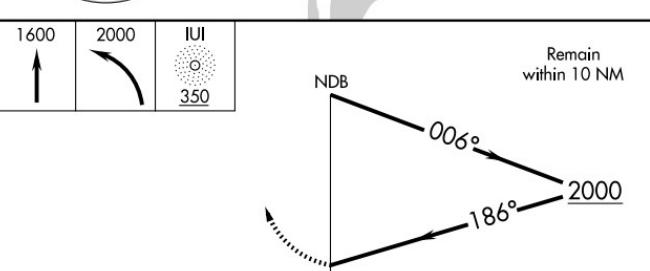
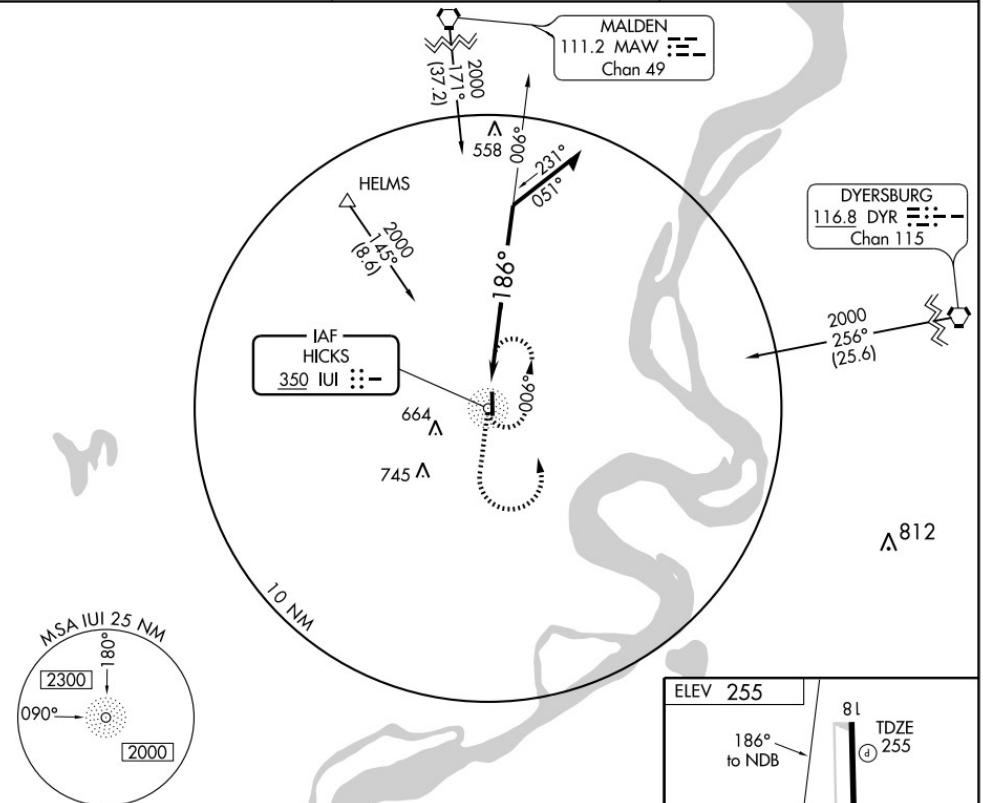
**T** When local altimeter setting not received, use  
**A NA** Dyersburg altimeter setting and increase all MDAs  
60 feet and Cat B visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2000 direct IUI NDB and hold.

ASOS  
135.025

MEMPHIS CENTER  
**134,65 316,15**

UNICOM  
123.05 (CTAF) L



CATEGORY	A	B	C	D	MIRL Rwy 18-36	L	36			
S-18	960-1	705 (800-1)		NA						
CIRCLING	960-1	705 (800-1)		NA	Knots	60	90	120	150	180

# NDB RWY 36

## BLYTHEVILLE MUNI (HKA)

NDB IUI <b>350</b>	APP CRS <b>347°</b>	Rwy Idg <b>5001</b> TDZE <b>255</b> Apt Elev <b>255</b>
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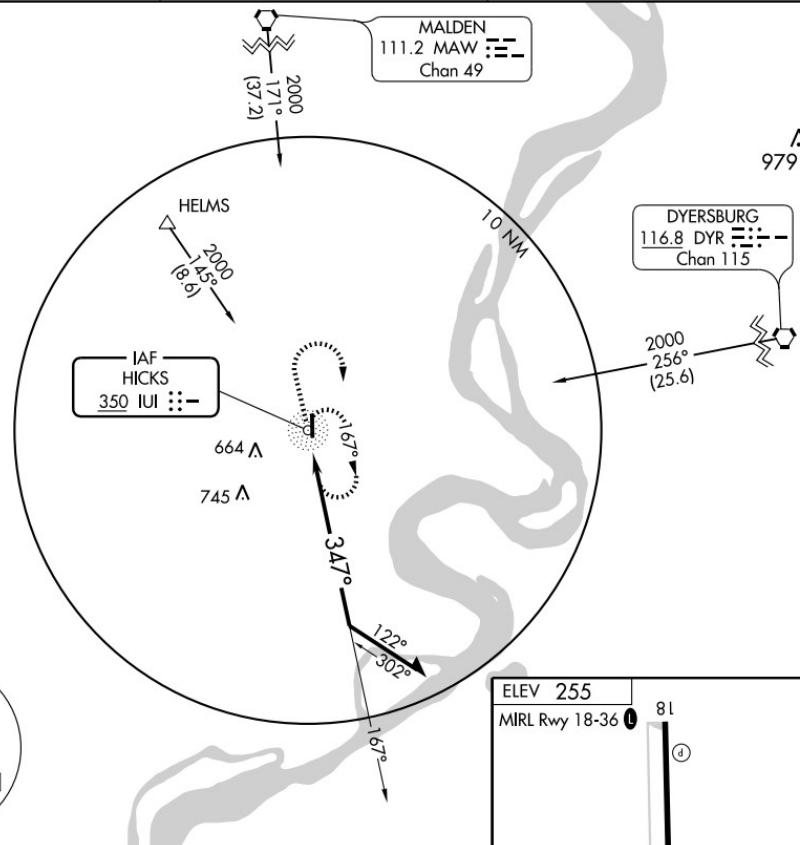
▼ If local altimeter not received, use Dyersburg altimeter setting and increase all MDAs 60 feet.  
 ▲ NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct IUI NDB and hold.

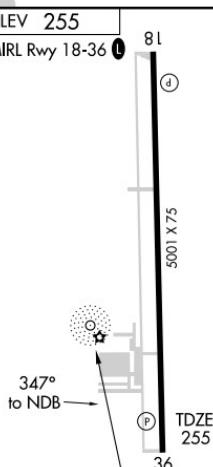
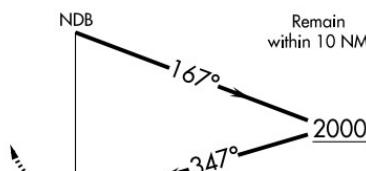
ASOS  
**135.025**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF) 0**



1500	2000	IUI 350
------	------	------------



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-36	820-1	565 (600-1)		NA	Min:Sec					
CIRCLING	820-1	565 (600-1)		NA						

# RNAV (GPS) RWY 18

BLYTHEVILLE MUNI (HKA)

APP CRS <b>178°</b>	Rwy Idg <b>5001</b>
TDZE <b>255</b>	Apt Elev <b>255</b>

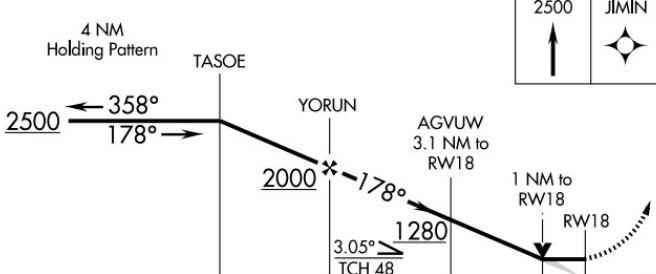
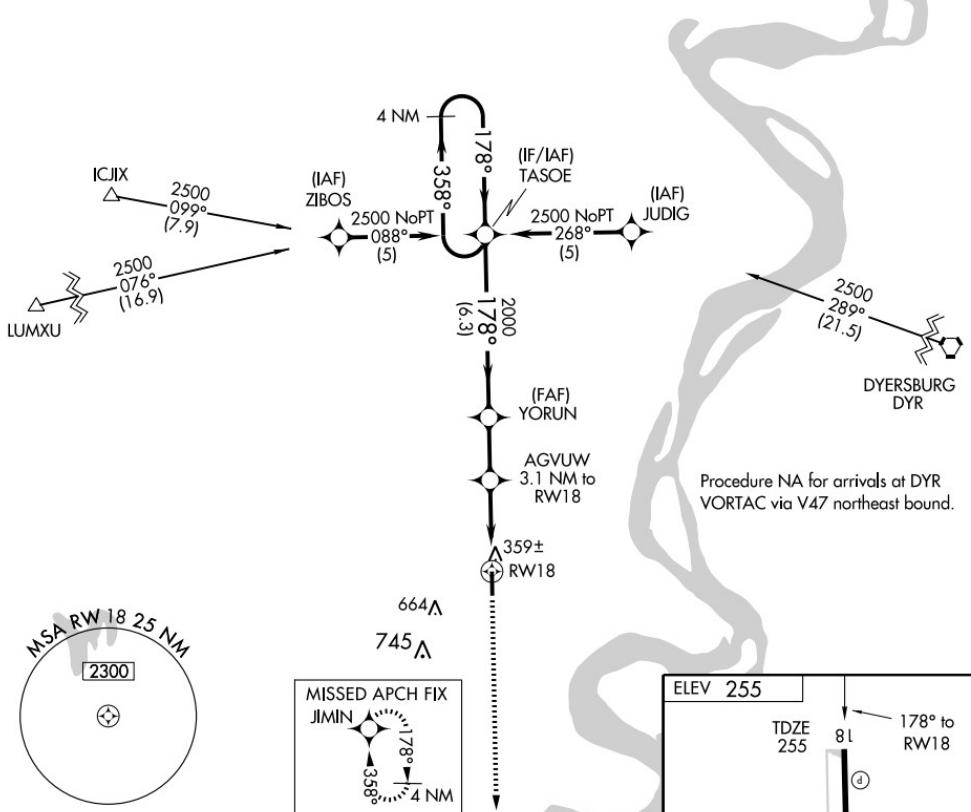
**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS  
**135.025**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF) 0**



# RNAV (GPS) RWY 36

## BLYTHEVILLE MUNI (HKA)

APP CRS <b>358°</b>	Rwy Idg <b>5001</b>
TDZE <b>255</b>	Apt Elev <b>255</b>

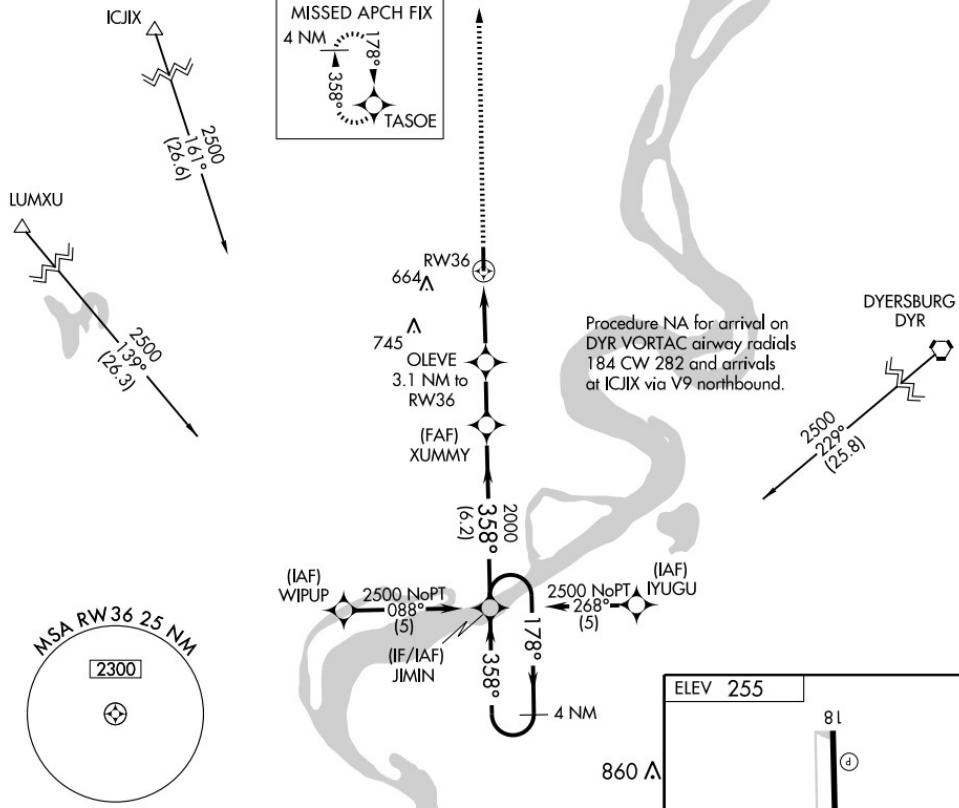
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS  
**135.025**

MEMPHIS CENTER  
**134.65 316.15**

UNICOM  
**123.05 (CTAF) 0**



2500  
TASOE

1 NM to RW36  
RW36  
3.1 NM to RW36  
OLEVE  
XUMMY  
JIMIN  
1280  
3.04°  
TCH 48  
2000  
178°  
358°  
2500  
4 NM Holding Pattern

ELEV 255  
81  
500 X 75  
TDZE 255

CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)		NA
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)		NA

358° to RW36  
MIRL Rwy 18-36  
36 364 ± A  
TDZE 255

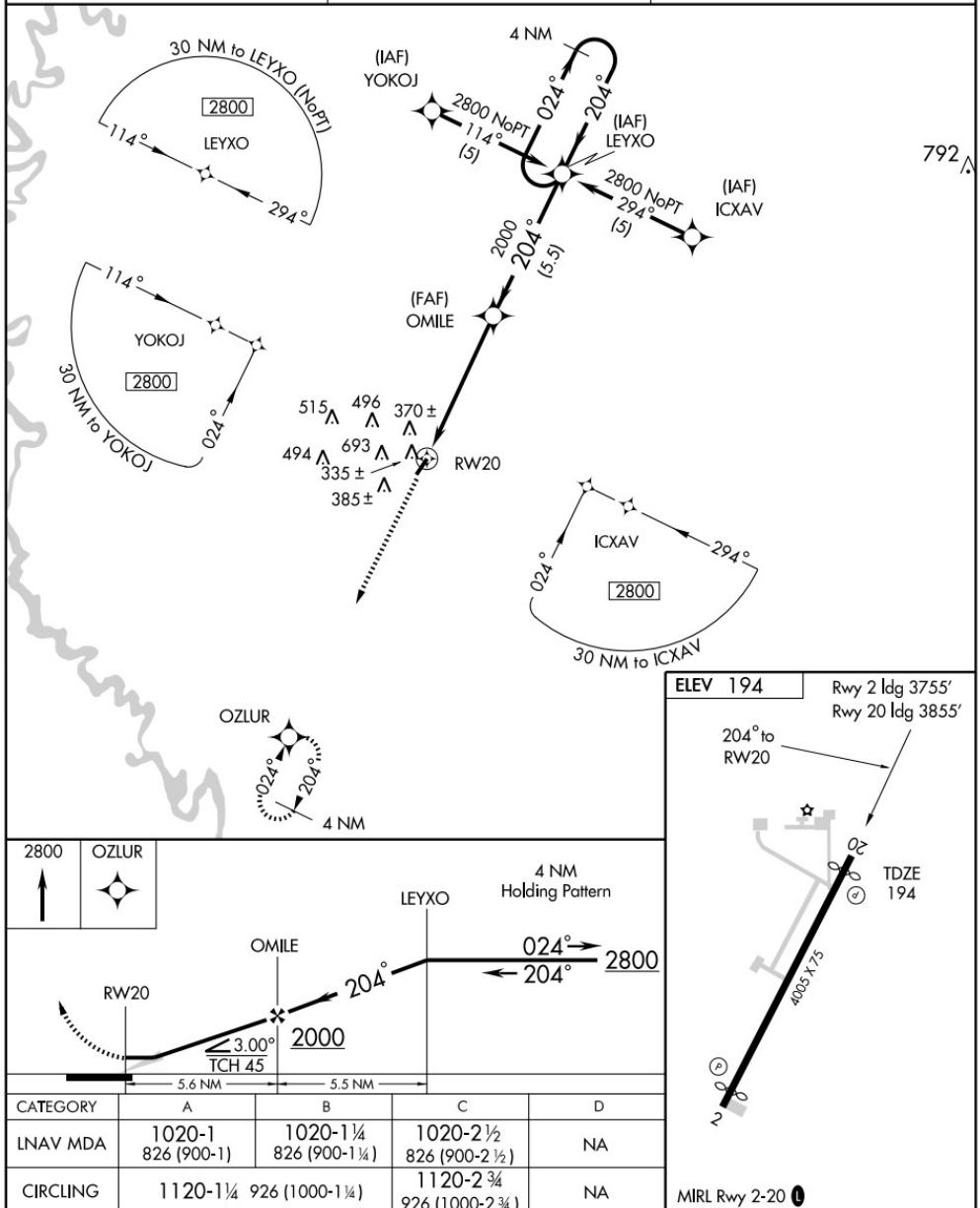
## RNAV (GPS) RWY 20

BRINKLEY/FRANK FEDERER MEMORIAL (M36)

APP CRS  
204°Rwy Idg 3855  
TDZE 194  
Apt Elev 194

**NA** Use Stuttgart Muni altimeter setting.  
DME/DME RNP 0.3 NA.

MISSSED APPROACH: Climb to 2800 direct OZLUR and hold.

STUTTGART AWOS-3  
119.025MEMPHIS CENTER  
135.3 335.8UNICOM  
122.8 (CTAF)

# RNAV (GPS) RWY 18

CAMDEN/HARRELL FIELD (CDH)

APP CRS	Rwy Idg	<b>6502</b>
186°	TDZE	<b>130</b>
	Apt Elev	<b>130</b>

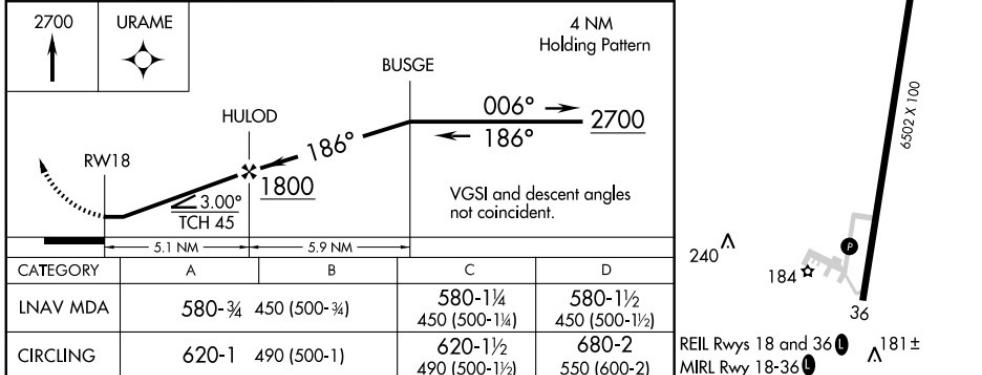
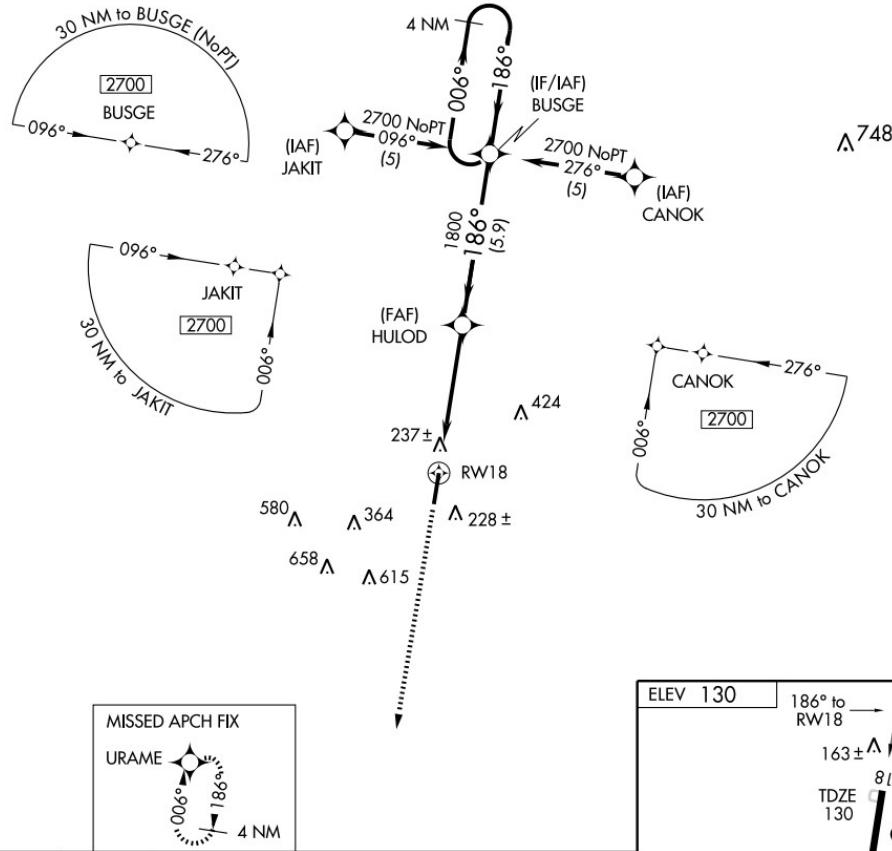
**▲ NA** Use El Dorado altimeter setting.  
Inoperative table doesn't apply to Cat C.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2700 direct URAME and hold.

AWOS-3  
**125.2**

FORT WORTH CENTER  
**128.2 269.1**

UNICOM  
**122.7 (CTAF) 0**



CAMDEN, ARKANSAS

AL-5572 (FAA)

# RNAV (GPS) RWY 36

CAMDEN/ HARRELL FIELD (CDH)

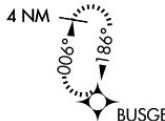
APP CRS  
006°Rwy Idg  
TDZE  
Apt Elev6502  
124  
130

**A NA** Use El Dorado altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2700 direct BUSGE and hold.

AWOS-3  
125.2FORT WORTH CENTER  
128.2 269.1UNICOM  
122.7 (CTAF) 0

MISSIED APCH FIX



748 A

30 NM TO HAGAS

[2700]

HAGAS

186°

096°

580

A

364

A

RW36

A

228 ±

A

A 424

[2700]

CARED

186°

30 NM TO CARED

(IAF) HAGAS

URAME

[2700]

URAME

276°

30 NM TO URAM (NoPT)

658

A

615

A

(FAF)  
ARIPE

1800

(5.9)

006°

186°

2700 NoPT

(5)

096°

URAME

(IF/IAF)

URAME

276°

(5)

CARED

(IAF)

CARED

186°

006°

1800

4 NM

4 NM  
Holding Pattern

URAME

ARIPE

1800

3.00°

ICH 45

RW36

2700

2700

BUSGE

2700

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CAMDEN, ARKANSAS

AL-5572 (FAA)

**VOR/DME RWY 36**  
CAMDEN/HARRELL FIELD (CDH)

VORTAC ELD <u>115.5</u> Chan 102	APP CRS 350°	Rwy Idg TDZE Apt Elev	6502 124 130
--	-----------------	-----------------------------	--------------------

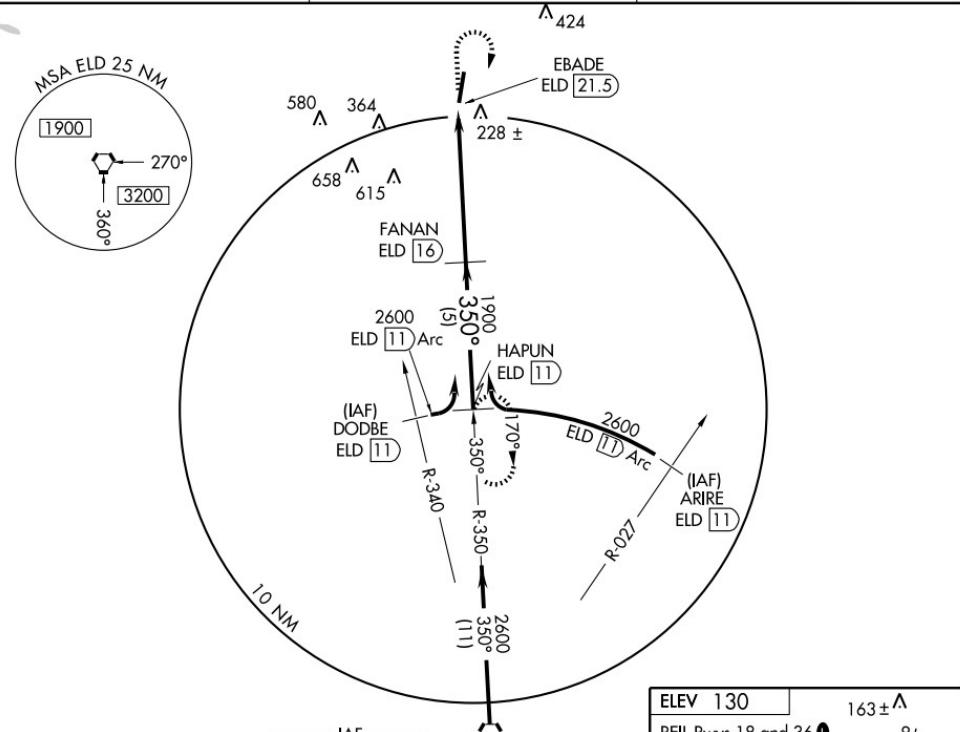
**A** NA Use El Dorado altimeter setting

**MISSED APPROACH:** Climb to 1500, then climbing right turn to 2600 via ELD R-350 to HAPUN 11 DME and hold.

AWOS-3  
125.2

**FORT WORTH CENTER  
128.2 269.1**

UNICOM  
122.7 (CTAF) 1



1500 2600 HAPUN  
↑ ELD R-350 ELD [11]  
1155

HAPUN  
ELD (11)  
FANAN  
ELD (16)  
350°  
2600  
1900  
Procedural  
Turn NAR

ELEV 130  
REIL Rwy 18 and 36  
MIRL Rwy 18-36

6500 X 100

CATEGORY	5.4 NM		5 NM	
	A	B	C	D
S-36	880-1 756 (800-1)	880-1½ 756 (800-1½)	880-2¼ 756 (800-2¼)	880-2½ 756 (800-2½)
CIRCLING	880-1 750 (800-1)	880-1½ 750 (800-1½)	880-2 ¼ 750 (800-2 ¼)	880-2½ 750 (800-2½)

Knots	60	90	120	150	180
in. Sec.					

# RNAV (GPS) RWY 9

CARLISLE MUNI (4M3)

APP CRS <b>088°</b>	Rwy Idg <b>4501</b>
TDZE <b>240</b>	Appt Elev <b>240</b>

▼ Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet.  
 ▲ NA Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

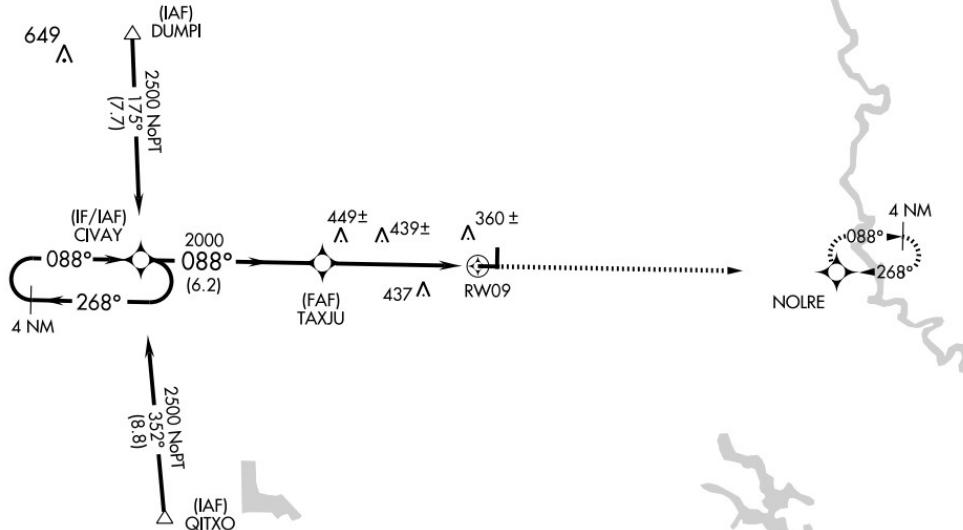
MISSSED APPROACH: Climb to 2500 direct NOLRE and hold.

LITTLE ROCK APP CON  
**135.4 353.6**

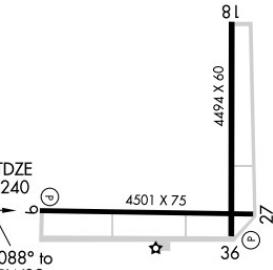
CLNC DEL  
**135.4**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at DUMPI via V305 northeast bound.



ELEV 240



MIRL Rwy 9-27

CATEGORY	A	B	C	D
LNAV MDA	780-1 540 (600-1)		NA	
CIRCLING	840-1 600 (600-1)		NA	

# RNAV (GPS) RWY 27

CARLISLE MUNI (4M3)

APP CRS <b>268°</b>	Rwy Idg <b>4501</b>
TDZE <b>240</b>	Apt Elev <b>240</b>

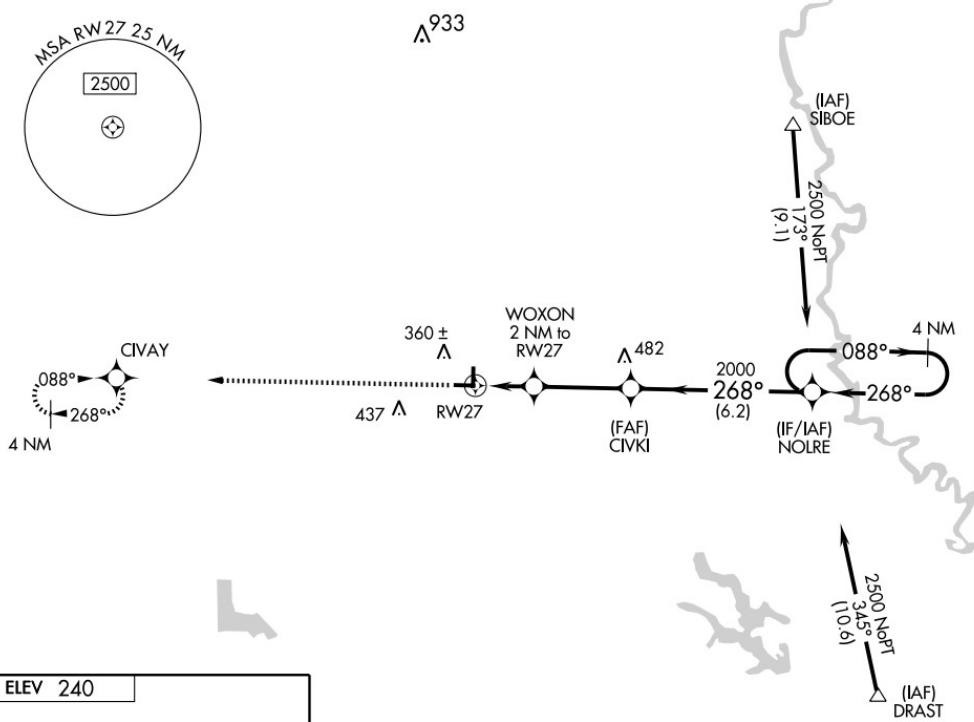
**V** Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet.  
**NA** DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 2500 direct CIVAY and hold.

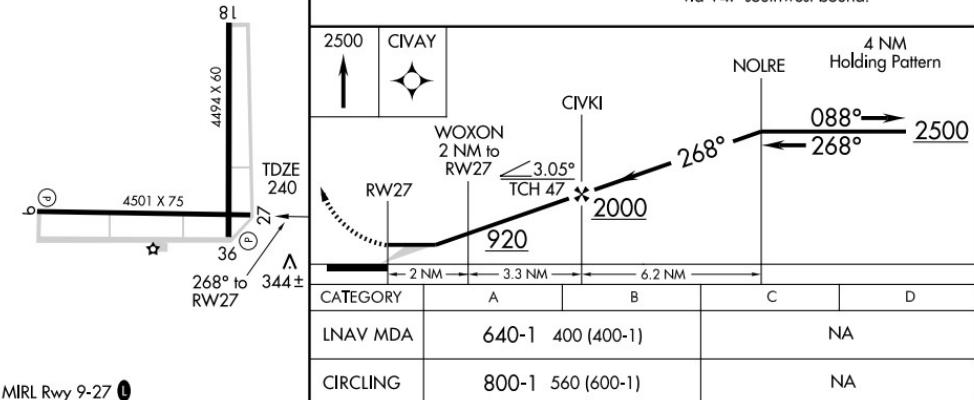
LITTLE ROCK APP CON  
**135.4 353.6**

CLNC DEL  
**135.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV 240



Procedure NA for arrivals at DRAST via V47 southwest bound.



CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

NDB-A

CLARKSVILLE MUNI (H35)

NDB CZE <b>201</b>	APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev <b>481</b>
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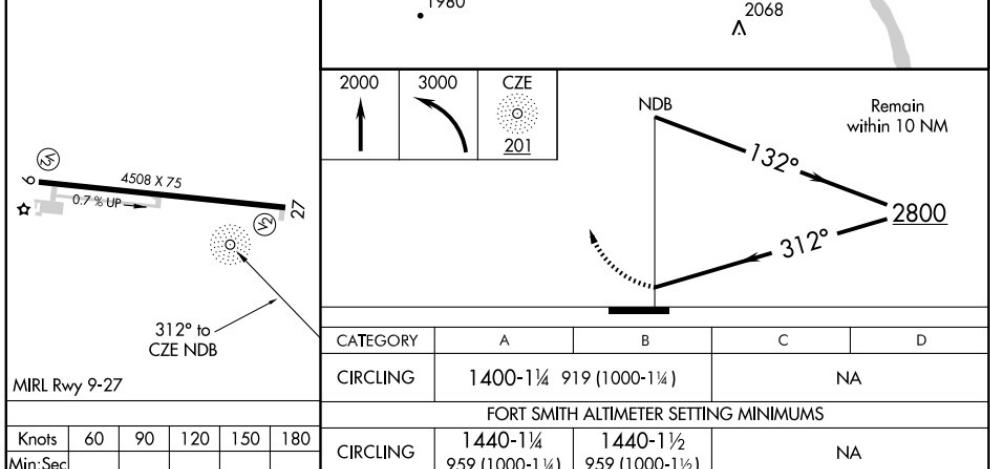
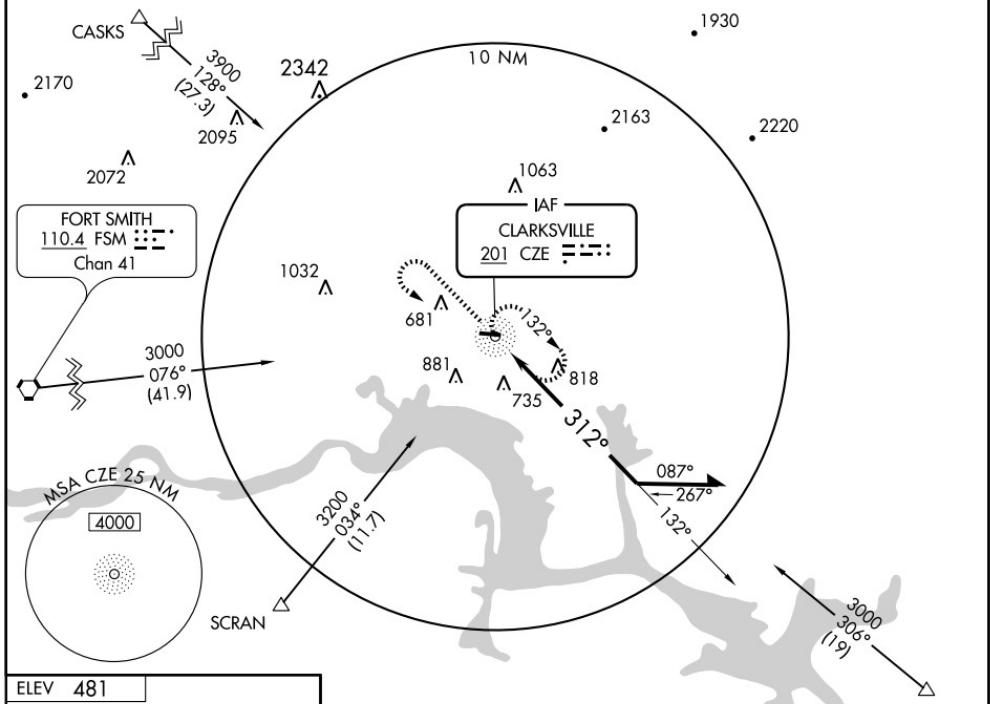
**T** Use Russellville altimeter setting; if not received, use  
**NA** Fort Smith altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct CZE NDB and hold.

MEMPHIS CENTER

**128.475 377.15**

UNICOM

**122.8 (CTAF)**

APP CRS <b>091°</b>	Rwy Idg	<b>4508</b>
	TDZE	<b>481</b>
	Apt Elev	<b>481</b>

Rwy Idg 4508  
TDZE 481  
Apt Elev 481

Page 11 of 11

**T** Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60'. DME/DME RNP-0.3 NA.

**NA** When VGS1 inoperative, procedure NA at night.

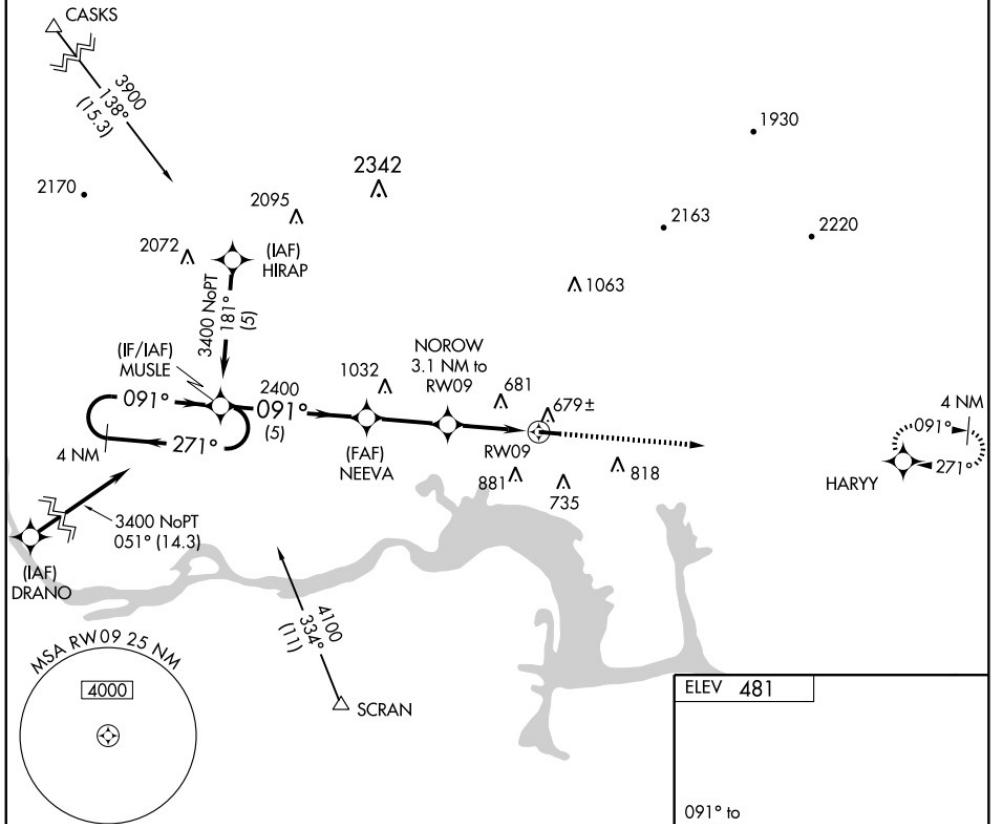
# RNAV (GPS) RWY 9 CLARKSVILLE MUNI (H35)

CLARKSVILLE MUNI (H35)

MISSED APPROACH: Climb to 3100 direct HARRY WP and hold

MEMPHIS CENTER  
**128.475 377.15**

UNICOM  
**122.8** (CTAF)



4 NM  
Holding Pattern

VGSI and descent angles  
not coincident

	5 NM	2.8 NM	3.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1060-1	579 (600-1)		NA
CIRCLING	1220-1 739 (800-1)	1240-1½ 759 (800-1½)		NA

MIDI Page 9-27

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

# RNAV (GPS) RWY 27

CLARKSVILLE MUNI (H35)

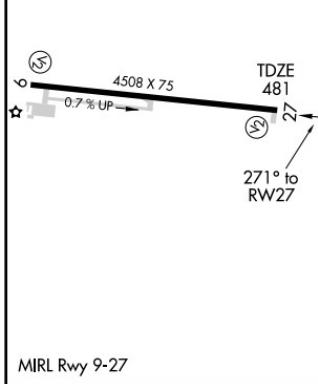
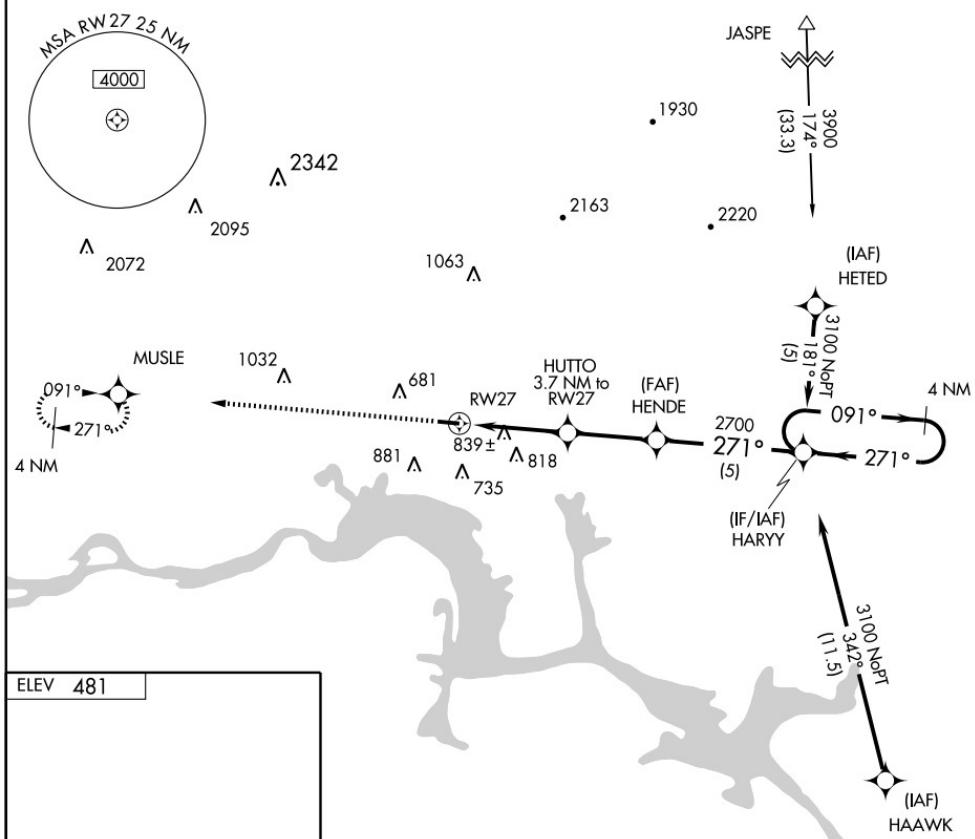
APP CRS <b>271°</b>	Rwy Idg <b>4508</b> TDZE <b>481</b> Apt Elev <b>481</b>
------------------------	---

V Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

MEMPHIS CENTER  
**128.475 377.15**

UNICOM  
**122.8 (CTAF)**



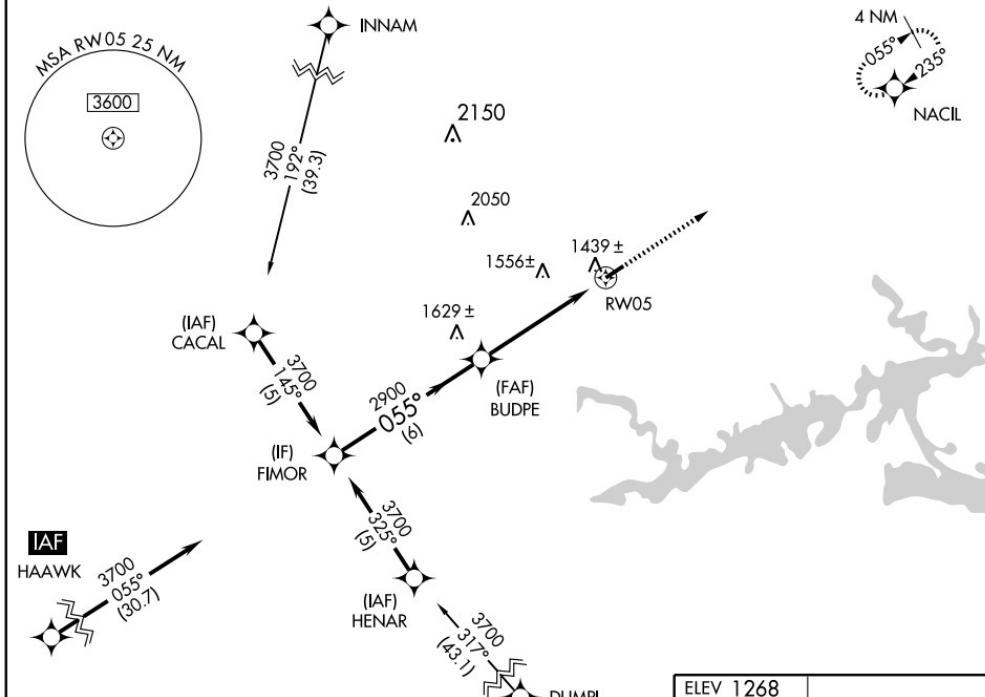
CATEGORY	A	B	C	D
LNAV MDA	1160-1	679 (700-1)		NA
CIRCLING	1220-1 739 (800-1)	1240-1½ 759 (800-1½)		NA

MIRL Rwy 9-27

## RNAV (GPS) RWY 5

CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2)

<b>V</b>	Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.	MISSIED APPROACH: Climb to 3700 direct NACIL and hold.
<b>NA</b>	<b>[IAF]</b> ARM APPROACH MODE PRIOR TO IAF.	

MEMPHIS CENTER  
126.85 281.55UNICOM  
122.7 (CTAF) **1**

\* VDP NA with Marion County Rgnl altimeter setting.

Procedure  
Turn NA  
FIMOR  
3700  
BUDPE  
0.55°  
2900  
3.00° TCH 40  
\*1.4 NM to RW05

VGS and descent angles not coincident.

CATEGORY	A	B	C	D	
LNAV MDA	1760-1 492 (500-1)		1760-1 1/4 492 (500-1 1/4)		NA
CIRCLING	1760-1 492 (500-1)		1780-1 1/2 512 (600-1 1/2)		NA
<b>MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS</b>					
LNAV MDA	1920-1 652 (700-1)		1920-1 3/4 652 (700-1 3/4)		NA
CIRCLING	1940-1 672 (700-1)		1960-2 692 (700-2)		NA

MIRL Rwy 5-23 **1**  
REIL Rwy 5 and 23 **1**

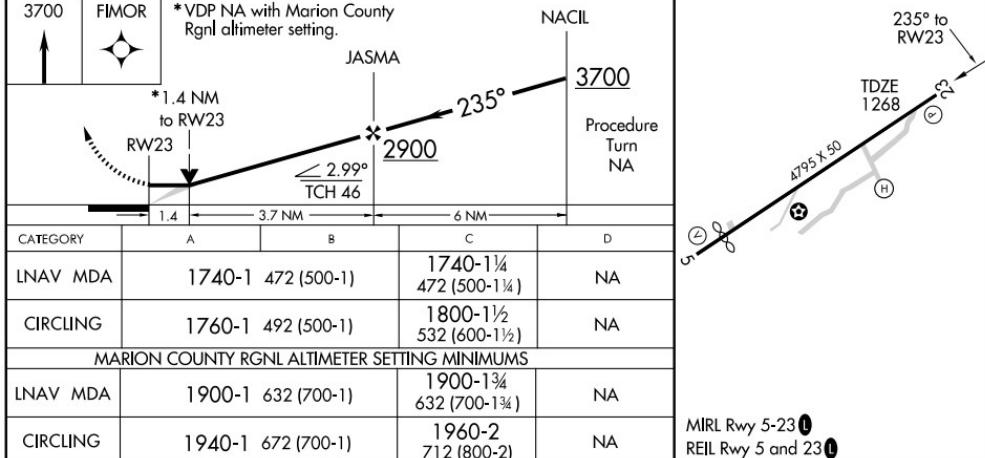
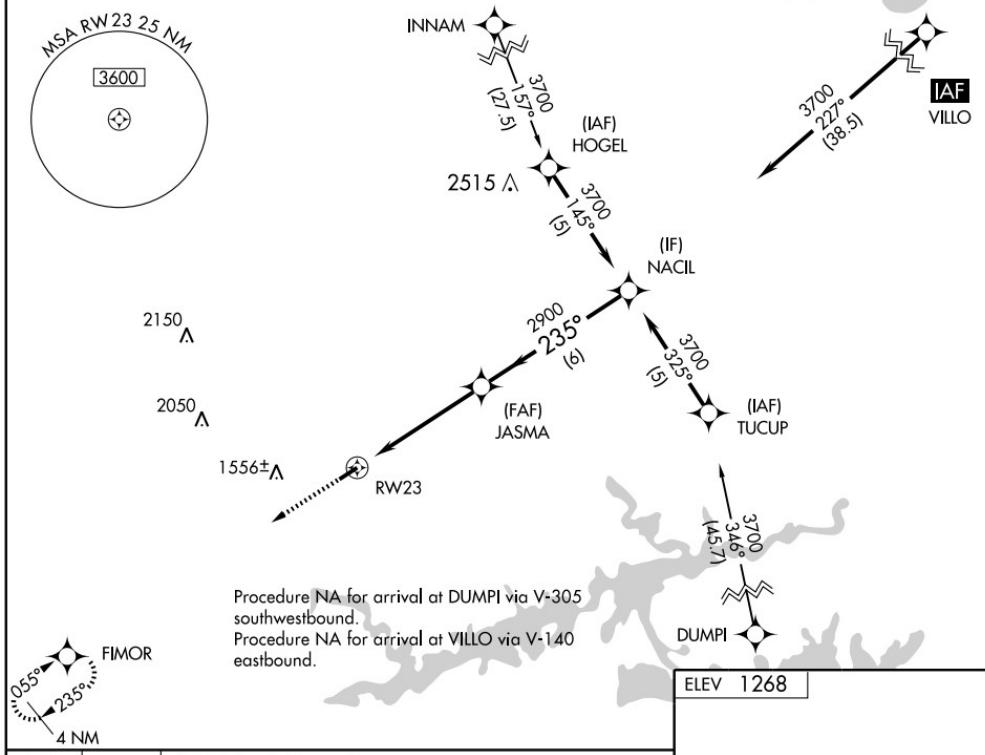
## RNAV (GPS) RWY 23

CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2)

APP CRS <b>235°</b>	Rwy Idg <b>4795</b>
TDZE	<b>1268</b>
Apt Elev	<b>1268</b>

▼ Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 ▲ NA IAF ARM APPROACH MODE PRIOR TO IAF.

MISSIED APPROACH: Climb to 3700 direct FIMOR and hold.

MEMPHIS CENTER  
**126.85 281.55**UNICOM  
**122.7 (CTAF)** 1

APP CRS      Rwy Idg **4875 (3232 Nights only)**  
**254°**      TDZE **315**  
                Apt Elev **315**

GPS RWY 26

CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

**T** Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.  
**A** NA

**MISSED APPROACH:** Climb to 3500 via 230° course to BIBBS and hold.

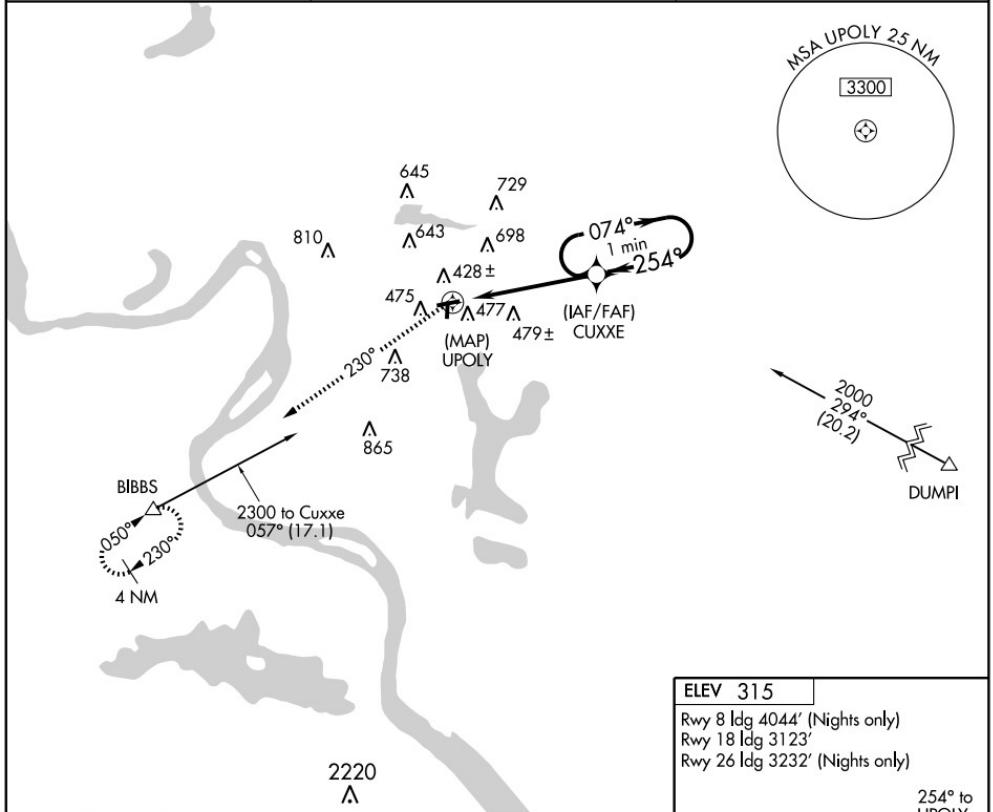
LITTLE ROCK APP CON  
119.5 306.2

CLNC DEL

121.2

UNICOM

122.8 (CTAF) 



FIFV 315

Rwy 8 Ida 4044' (Nights only)

Rwy 18 | dg 3123'

Rwy 26 Idg 3232' (Nights only)

3500  
BIBBS  
230° CRS

## One Minute Holding Patterns

UPOLY

**2000**

$254^\circ$

• L32

For more information about the study, please contact Dr. Michael J. Koenig at (314) 747-2000 or via email at [koenig@dfci.harvard.edu](mailto:koenig@dfci.harvard.edu).

5 NM

A	B	C	D
800-1	585 (600-1)		NA

900-1 585 (600-1) NA

#### LITTLE ROCK ALTIMETER SETTING MINIMUMS

960-1 645 (700-1) NA

MIRI Rwy 8-26 L and 18-36

CONWAY, ARKANSAS

AL-6414 (FAA)

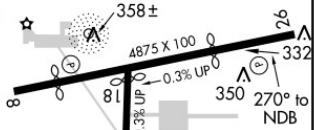
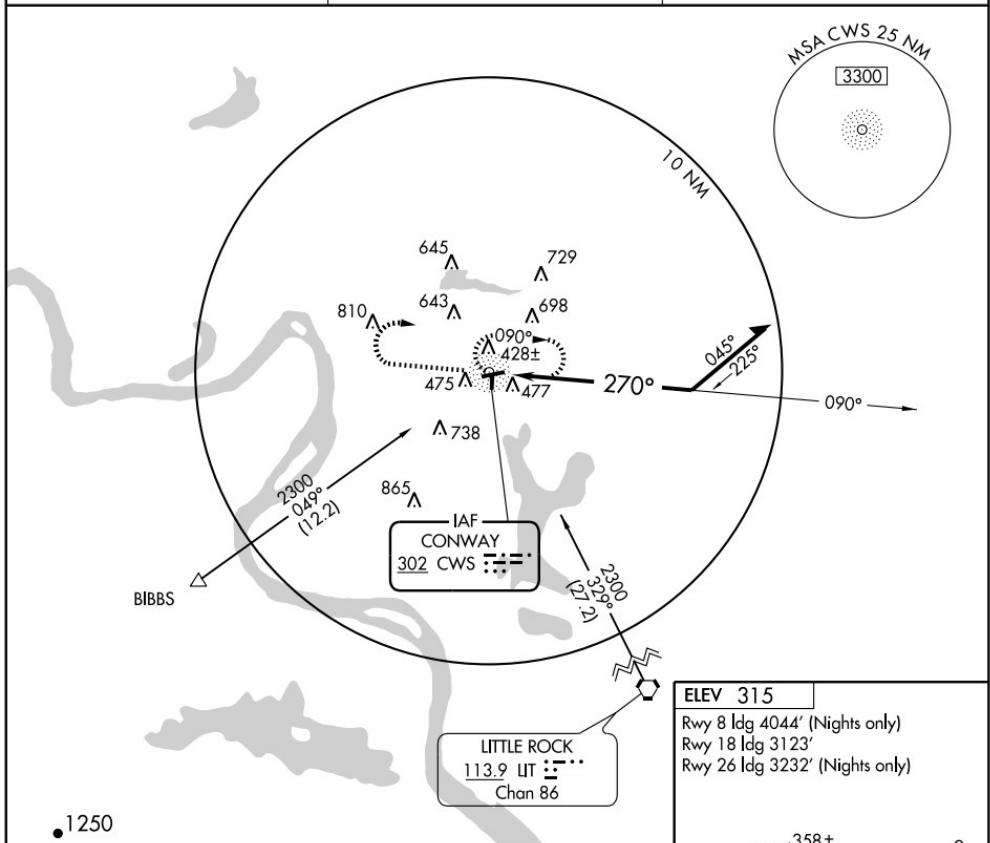
**NDB-A**

CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

NDB CWS <b>302</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev <b>N/A N/A 315</b>
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▼ Obtain local altimeter on CTA; when not received, use Little Rock altimeter setting.  
 ▲ NA

MISSSED APPROACH: Climb to 1500 then climbing right turn to 2300 CWS NDB and hold.

LITTLE ROCK APP CON  
**119.5 306.2**CLNC DEL  
**121.2**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
CIRCLING	1000-1	685 (700-1)		NA
LITTLE ROCK ALTIMETER SETTING MINIMUMS				
CIRCLING	1060-1 745 (800-1)	1060-1½ 745 (800-1½)		NA
Knots	60	90	120	150
Min:Sec				

# RNAV (GPS) RWY 18

CORNING MUNI (4M9)

APP CRS 180°	Rwy Idg <b>4299</b>
	TDZE <b>293</b>
	Apt Elev <b>293</b>

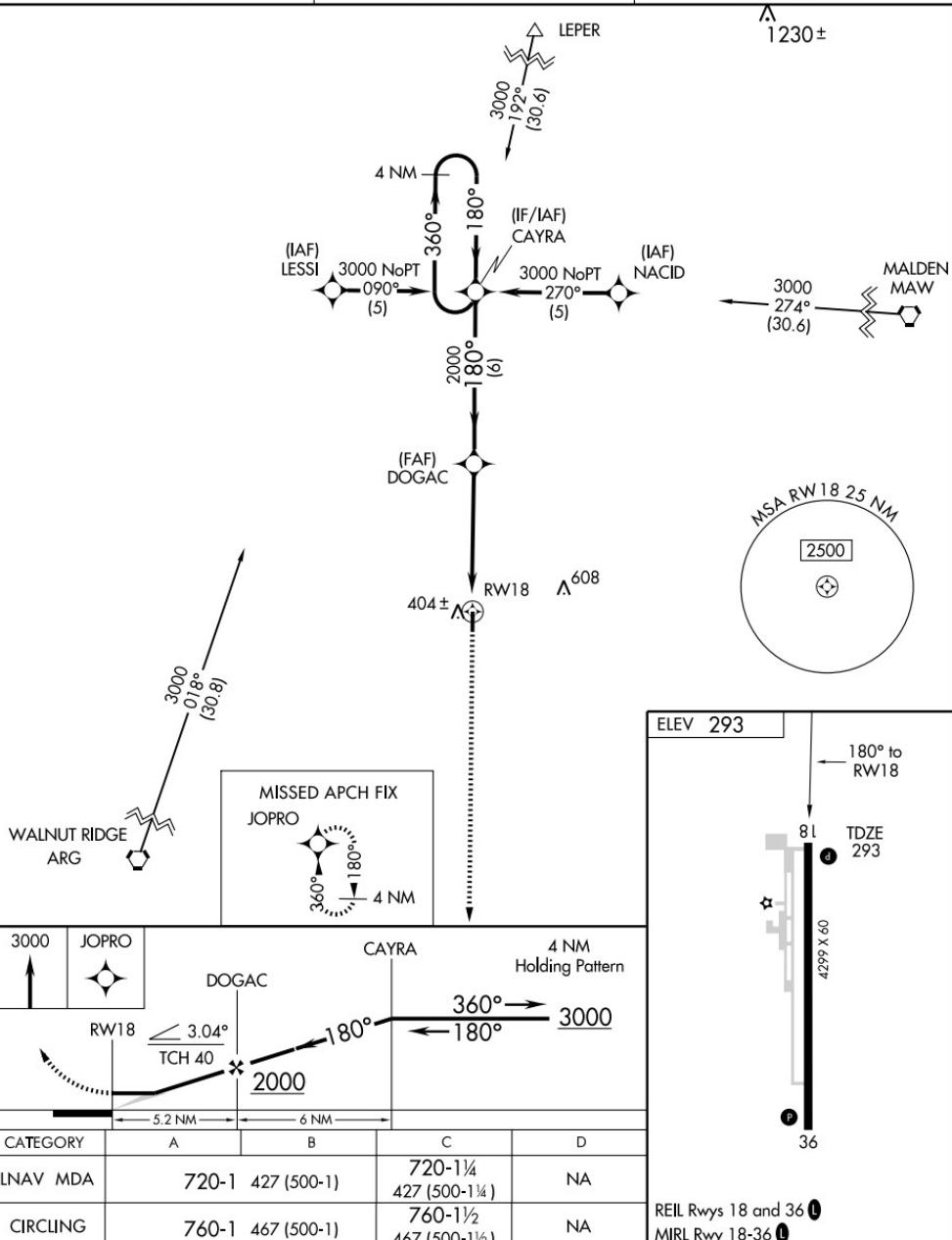
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use Walnut Ridge Rgnl altimeter setting.

MISSIED APPROACH: Climb to 3000 direct JOPRO WP and hold.

AWOS-3  
**118.325**

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**123.0 (CTAF) 0**



APP CRS      Rwy Idg      4299  
360°           TDZE      293  
                Apt Elev      293

# RNAV (GPS) RWY 36

**A NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

AWOS-3  
**118,325**

MEMPHIS CENTER  
**120,075 289,4**

UNICOM  
123.0 (CTAF) 0

MISSED APCH FIX  
4 NM   
180°  
360°   
CAYRA

LEPER  
3000 lb JOPRO  
186°  
(54.6)

MSA RW36 25 NM  
2500

RW36

(FAF)  
WAPUR

Procedure NA for arrival at HARIB  
on V305 southwest bound.

(IAF)  
HARIB

JOPRO

3000 NoPT  
(5.7)

3000 NoPT  
(5)

3000  
270°  
(5)

360°

180°

4 NM

A  
998

(IAF)  
CICAP

3000  
284°  
(30.9)

HELMS

ELEV 293

8 l  
4299 X 60  
TDZE  
293  
36  
P  
360° to  
PA/2

4 NM  
Holding Pattern

JOPRO

3000 ← 180°

3000

WAPUR

The diagram shows a runway labeled RW36 with a threshold at TCH 40. A dashed line extends from the runway end. Two arcs are drawn from the runway end, one to the left labeled 360° and one to the right labeled 360°. A dotted line extends from the end of the dashed line. Below the runway, two horizontal arrows indicate distances: 7.3 NM to the left of the runway end and 5.2 NM to the right. The chart also includes a table:

CATEGORY	A	B	C	D
LNAV MDA	700-1	407 (500-1)	700-1½ 407 (500-1½)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

CORNING, ARKANSAS

AI-6573 (FAA)

VORTAC ARG 114.5 Chan 92	APP CRS 036°	Rwy Idg TDZE	N/A N/A	Apt Elev 293
--------------------------------	-----------------	-----------------	------------	-----------------

**VOR/DME-A**  
CORNING MUNI (4M9)

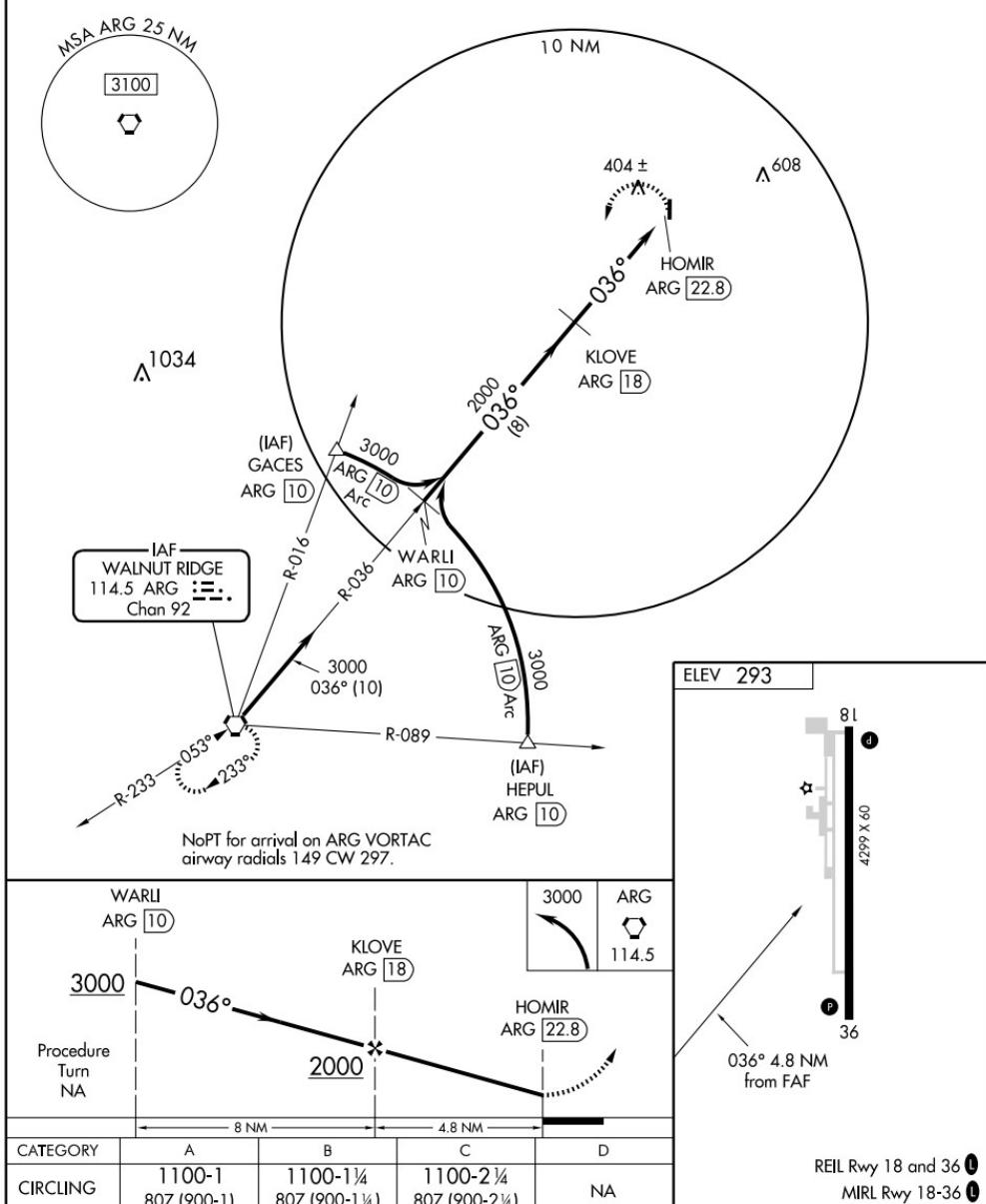
**▲ NA** Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

AWOS-3  
118.325

MEMPHIS CENTER  
120.075 289.4

UNICOM  
123.0 (CTAF) 



REIL Rwy 18 and 36   
MIRL Rwy 18-36 

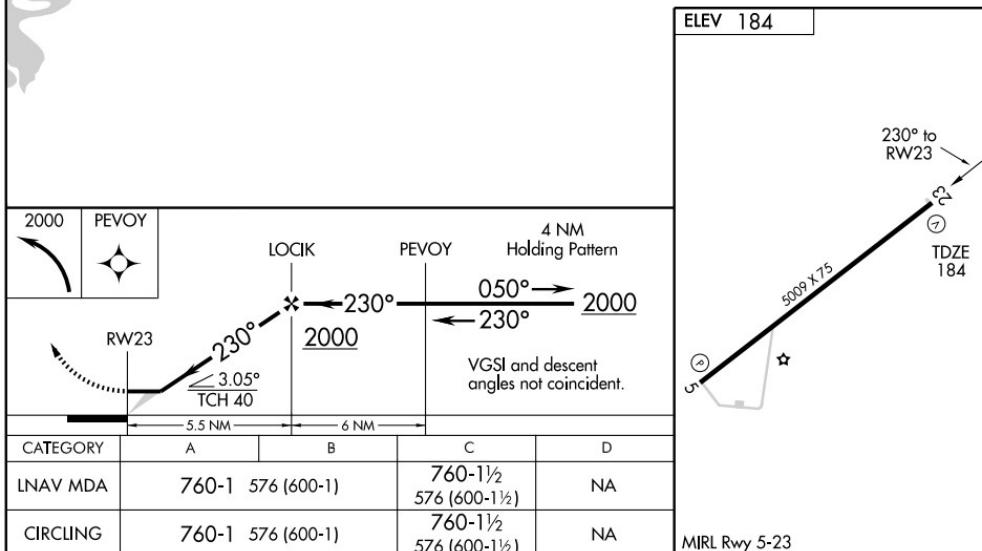
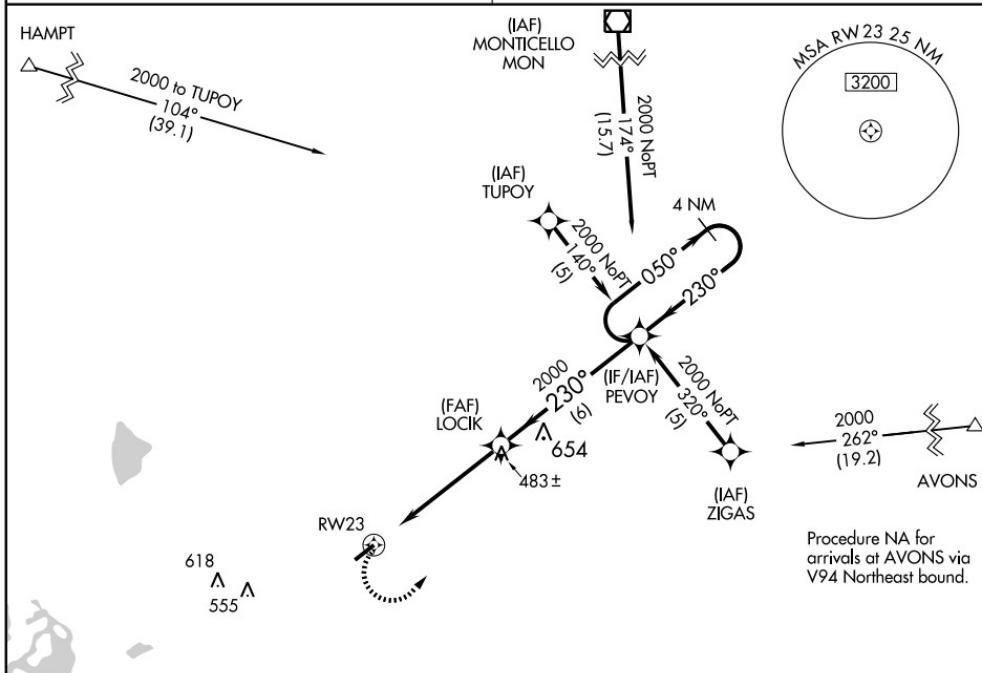
SC-1-17 DEC 2009 to 14 JAN 2010

# RNAV (GPS) RWY 23

CROSSETT/Z M JACK STELL FIELD (CRT)

APP CRS 230°	Rwy Idg 5009 TDZE 184 Apt Elev 184
-----------------	--

▲ NA DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.	MISSIED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.
MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF)



VOR/DME MON	APP CRS	Rwy Idg	N/A
111.6	196°	TDZE	N/A
Chan 53		Apt Elev	184

**VOR/DME-A**

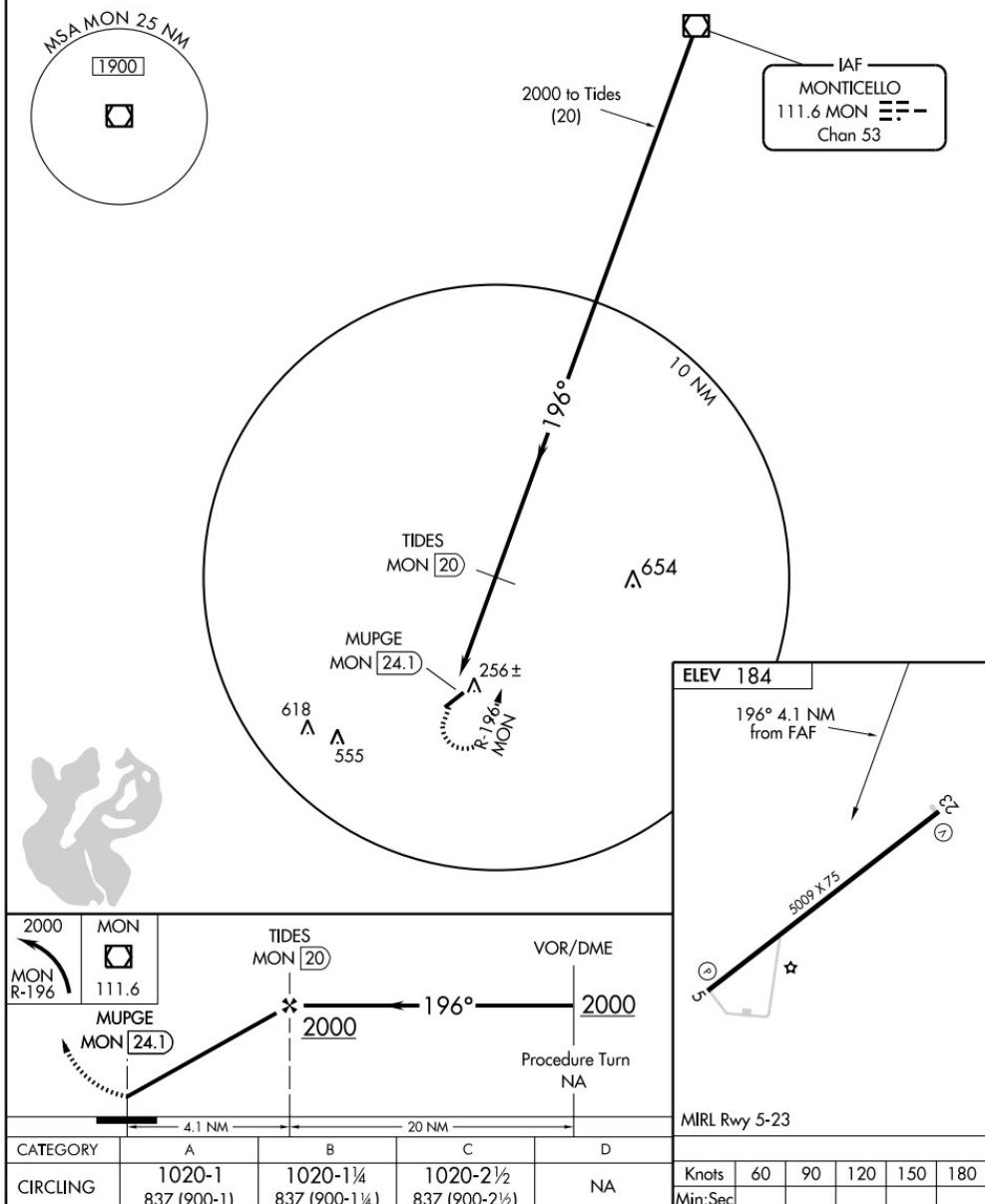
CROSSETT / Z M JACK STELL FIELD (CRT)

**▲NA** Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

**MISSSED APPROACH:** Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D	
CIRCLING	1020-1 837 (900-1)	1020-1½ 837 (900-1½)	1020-2½ 837 (900-2½)	NA	Knots 60 90 120 150 180 Min:Sec

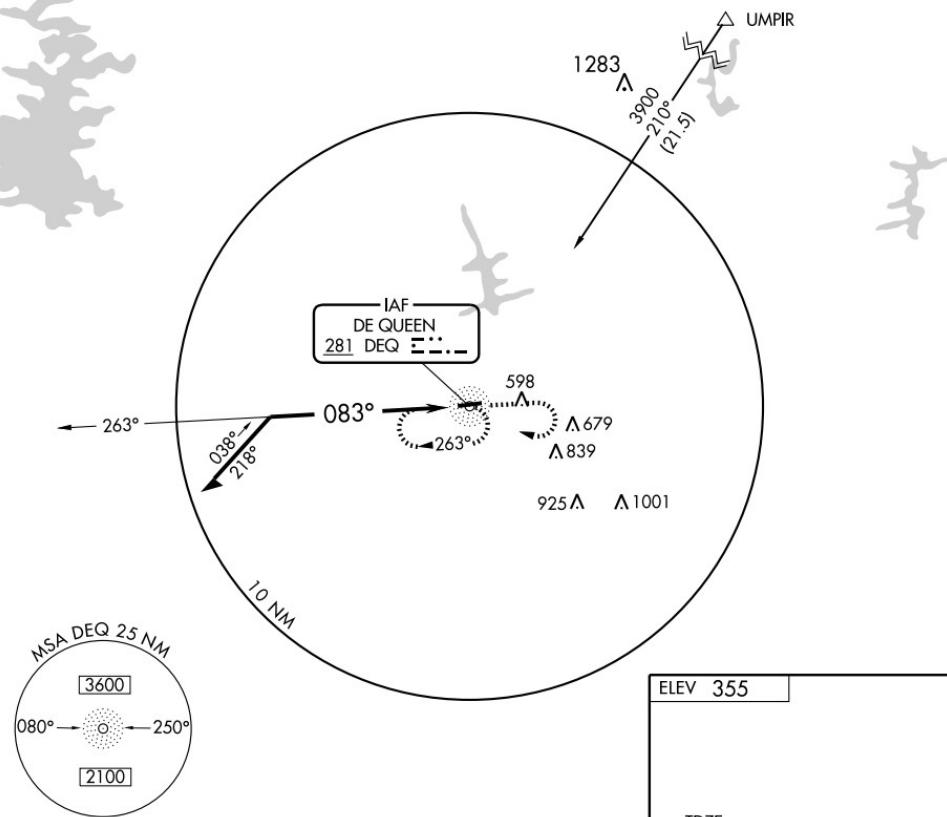
## NDB RWY 8

DE QUEEN / J. LYNN HELMS SEVIER COUNTY (DEQ)

NDB DEQ <b>281</b>	APP CRS <b>083°</b>	Rwy Idg <b>5001</b> TDZE <b>355</b> Apt Elev <b>355</b>
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**T** If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.  
**A NA**

MISSSED APPROACH: Climb to 1500, then climbing right turn to 2200 direct DEQ NDB and hold.

ASOS  
**134.075**FORT WORTH CENTER  
**123.925 269.475**UNICOM  
**122.8 (CTAF) 1**

CATEGORY	A	B	C	D
S-8	1260-1½ 905 (1000-1½)	1260-1½ 905 (1000-1½)		NA
CIRCLING	1260-1½ 905 (1000-1½)	1260-1½ 905 (1000-1½)		NA

**RNAV (GPS) RWY 8**

DE QUEEN/ J. LYNN HELMS SEVIER COUNTY (DEQ)

**T** VDP NA with Texarkana altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

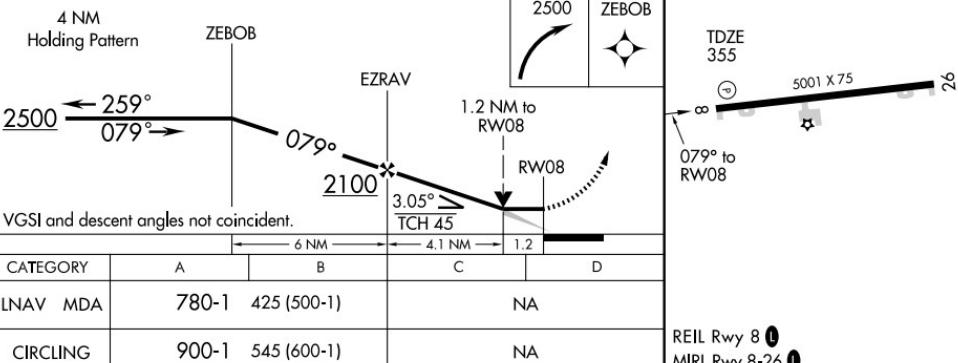
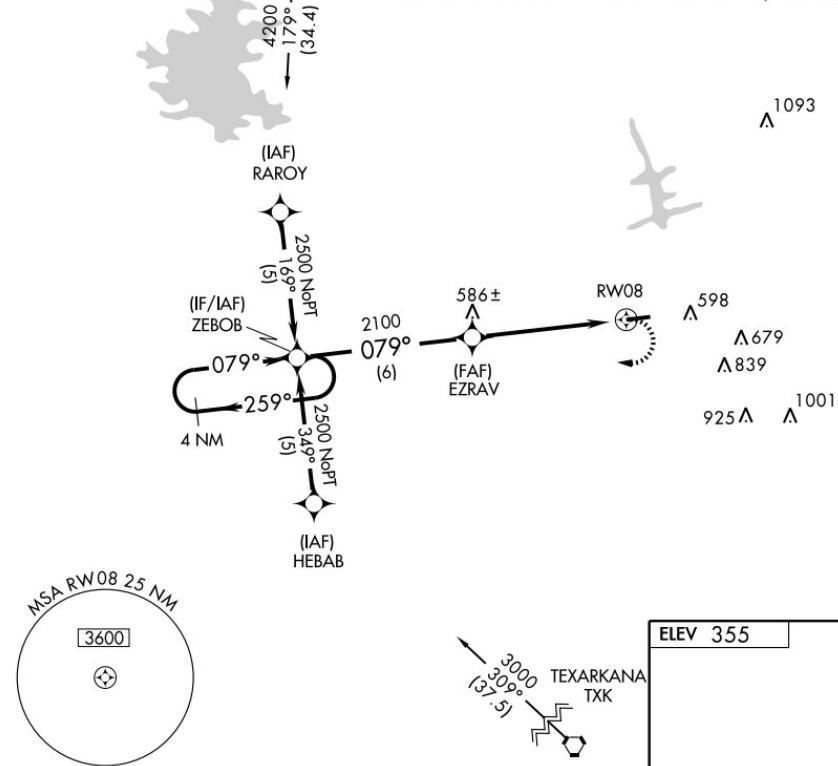
MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS  
134.075

FORT WORTH CENTER  
**123.925 269.475**

UNICOM  
**122.8 (CTAF)** L

1620 A RICH MOUNTAIN  
PGO  Procedure NA for arrival at TXK VORTAC on airway radials  
265 CW 348 and at PGO VORTAC on airway radials 155 CW 208.

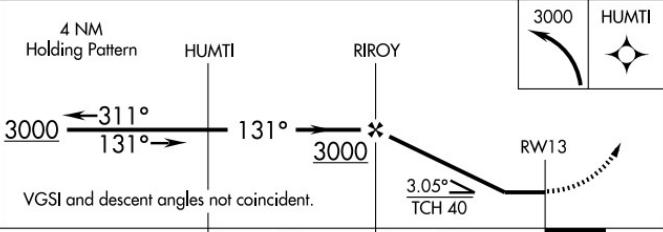
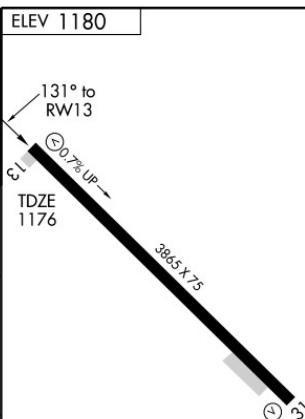
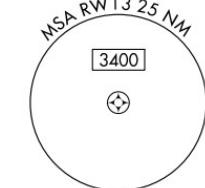
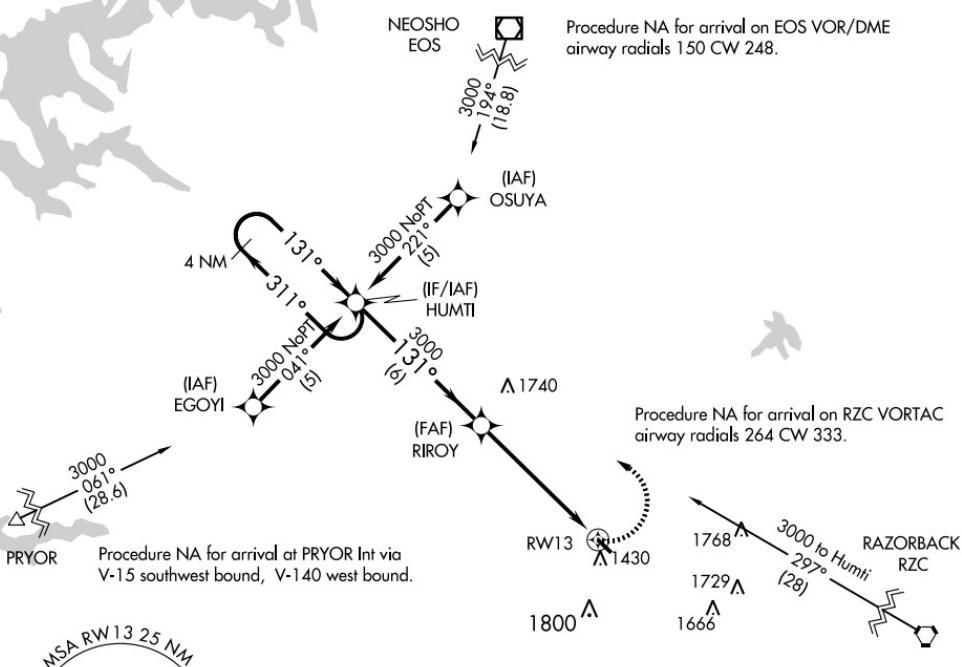


## RNAV (GPS) RWY 13

DECATUR/CRYSTAL LAKE (5M5)

APP CRS <b>131°</b>	Rwy Idg <b>3865</b> TDZE <b>1176</b> Apt Elev <b>1180</b>
------------------------	---

**T** DME/DME RNP-0.3 NA  
**▲ NA** Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

RAZORBACK APP CON \*  
**121.0 244.57**CLNC DEL  
**121.725**UNICOM  
**122.8 (CTAF)**

CATEGORY	A	B	C	D
LNAV MDA	1720-1 544 (600-1)		1720-1½ 544 (600-1½)	NA
CIRCLING	1820-1 640 (700-1)		1860-2 680 (700-2)	NA

LRL Rwy 13-31

# VOR/DME RWY 13

DECATUR/CRYSTAL LAKE (5M5)

VORTAC RZC <b>116.4</b>	APP CRS <b>107°</b>	Rwy Idg <b>3865</b> TDZE <b>1176</b> Apt Elev <b>1180</b>
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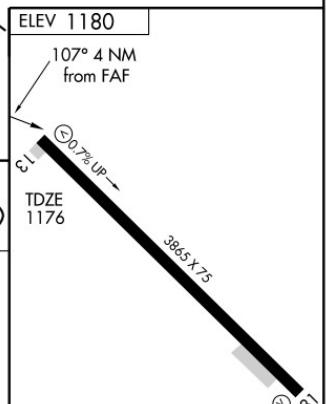
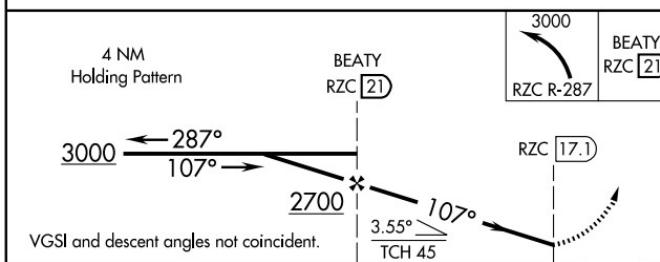
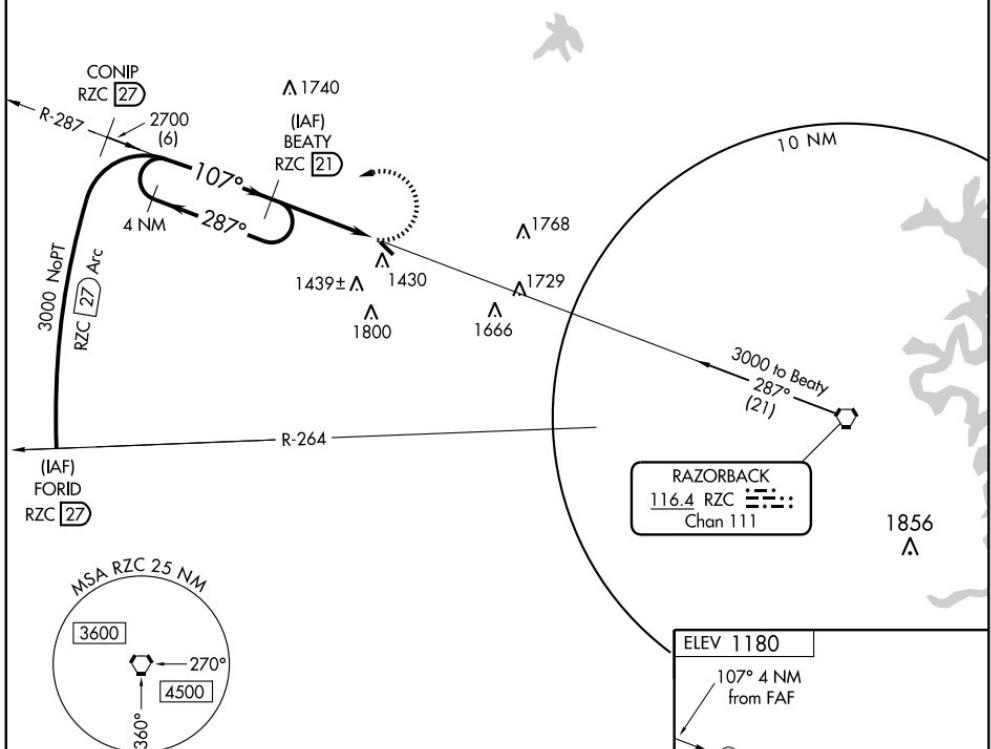
T Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSIED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

RAZORBACK APP CON\*  
**121.0 244.57**

CLNC DEL  
**121.725**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-13	1780-1	604 (600-1)	1780-1¾ 604 (600-1¾)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

IIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					

# RNAV (GPS) RWY 36

DUMAS/BILLY FREE MUNI (ØMØ)

APP CRS <b>001°</b>	Rwy Idg <b>5000</b>
TDZE <b>163</b>	Apt Elev <b>163</b>

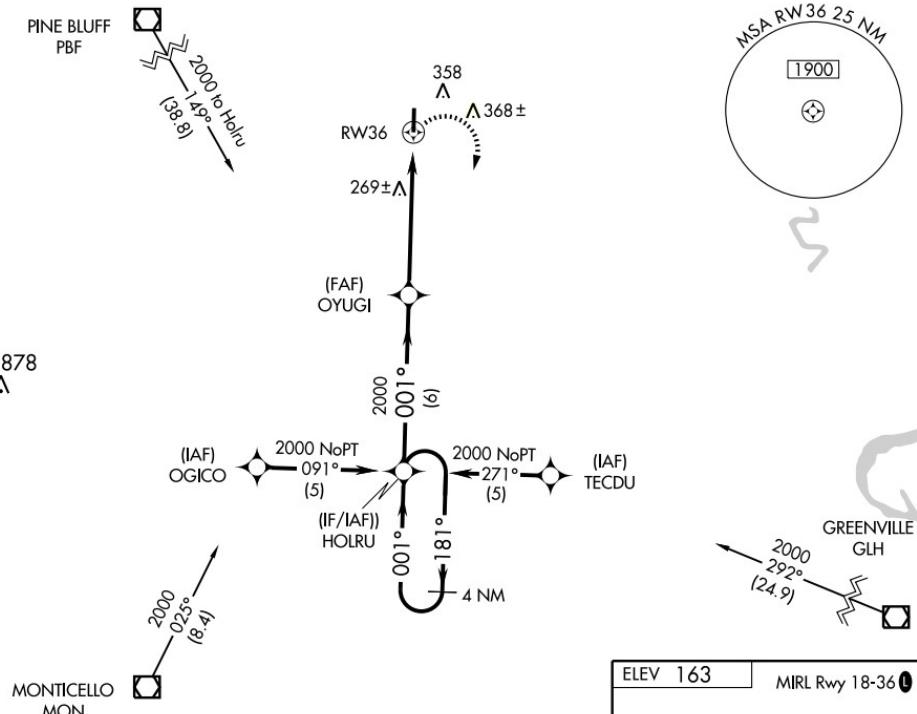
▼ Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct HOLRU and hold.

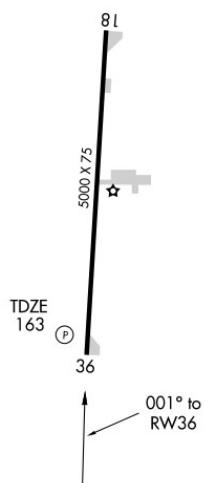
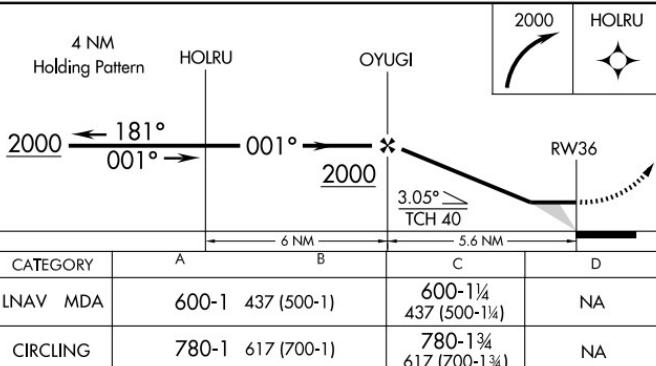
PINE BLUFF ASOS  
**120.775**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8 (CTAF) Ø**



ELEV 163 MIRL Rwy 18-36 Ø



# VOR/DME RWY 36

DUMAS/BILLY FREE MUNI (ØMØ)

VOR/DME MON 111.6 APP CRS 022° Rwy Idg 5000  
Chan 53 TDZE 163 Apt Elev 163

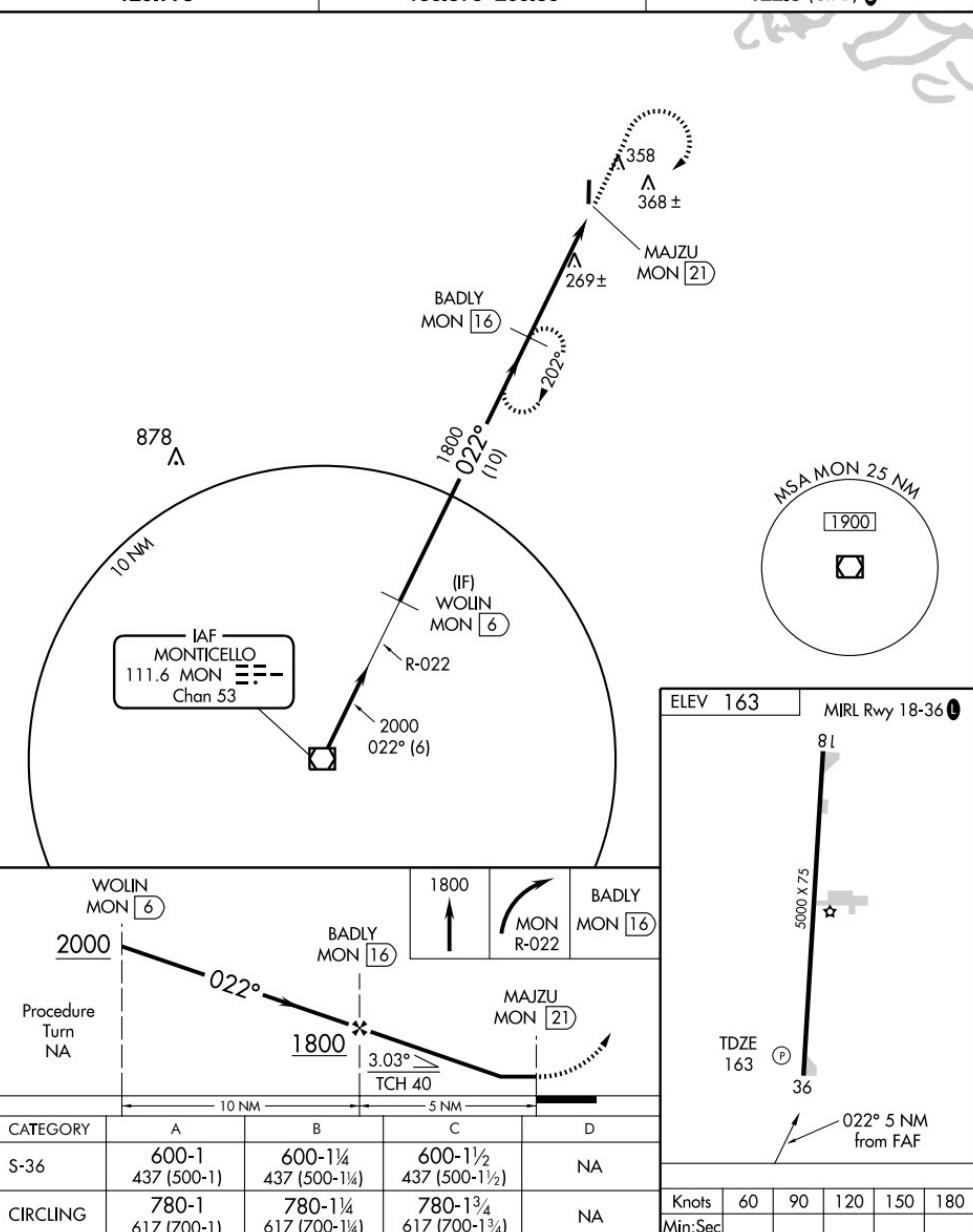
**T** Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet.

MISSSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

PINE BLUFF ASOS  
120.775

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.8 (CTAF) 0



## ILS or LOC RWY 22

EL DORADO/

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

LOC/DME I-ELD	APP CRS	Rwy Idg	<b>6601</b>
<b>111.1</b>	<b>223°</b>	TDZE	<b>259</b>
Chan 48		Apt Elev	<b>277</b>

**T** ADF required. If local altimeter setting not received, use Ruston Rgnl altimeter setting and increase all DAs to 565 feet and increase all MDAs 120 feet.

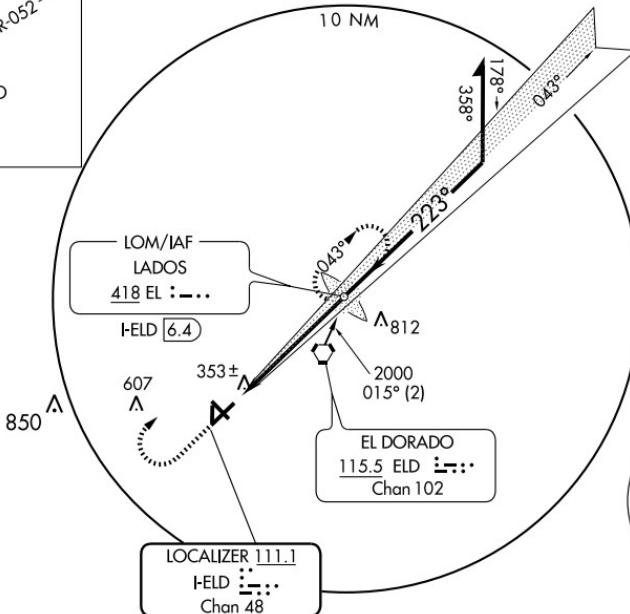
MALS R  

MISSSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.

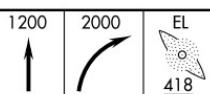
ASOS  
**118.325**FORT WORTH CENTER  
**128.2 269.1**UNICOM  
**123.0 (CTAF) 0**

ALTERNATE MISSED APCH FIX

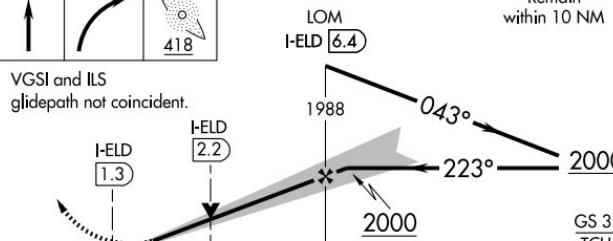
EL DORADO  
ELD   
**115.5**  
Chan 102



## ADF or DME REQUIRED



VGSI and ILS glidepath not coincident.



CATEGORY

S-ILS 22

S-LOC 22

CIRCLING

459-1/2 200 (200-1/2)

620-1/2 361 (400-1/2)

740-1 463 (500-1)

740-1/2 463 (500-1/2)

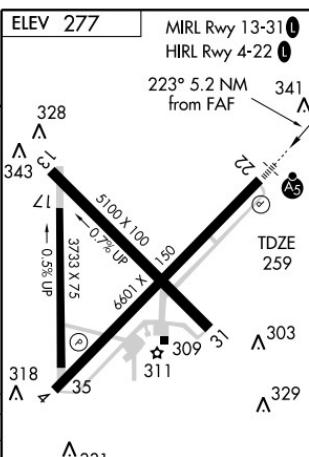
840-2

563 (600-2)

563 (600-2)

Knots 60 90 120 150 180

Min:Sec 5:12 3:28 2:36 2:05 1:44



FAF to MAP 5.2 NM

Knots 60 90 120 150 180

Min:Sec 5:12 3:28 2:36 2:05 1:44

APP CRS	Rwy Idg	<b>6601</b>
<b>043°</b>	TDZE	260
Apt Elev		277

## EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

**RNAV (GPS) RWY 4**

▼ DME/DME RNP-0.3 NA.

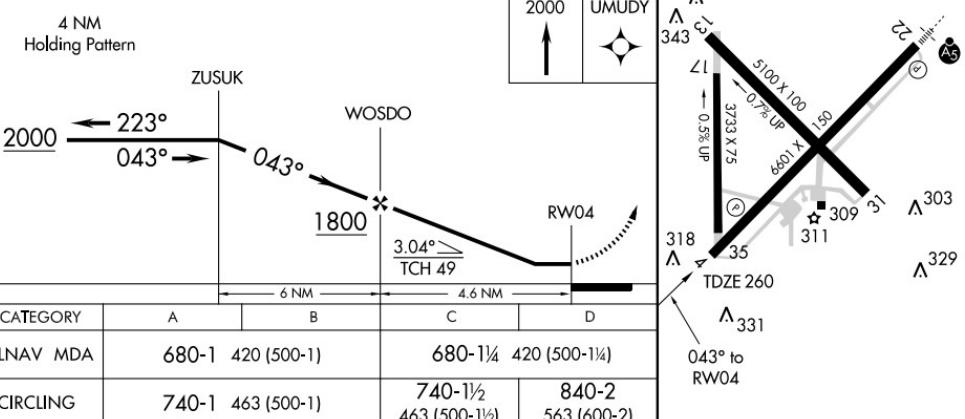
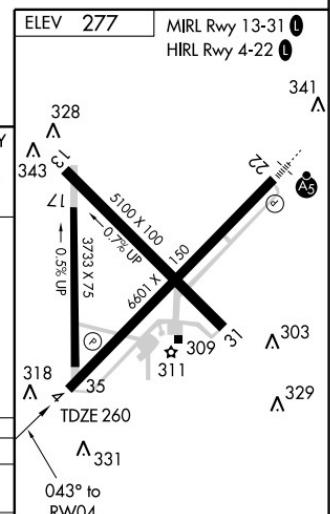
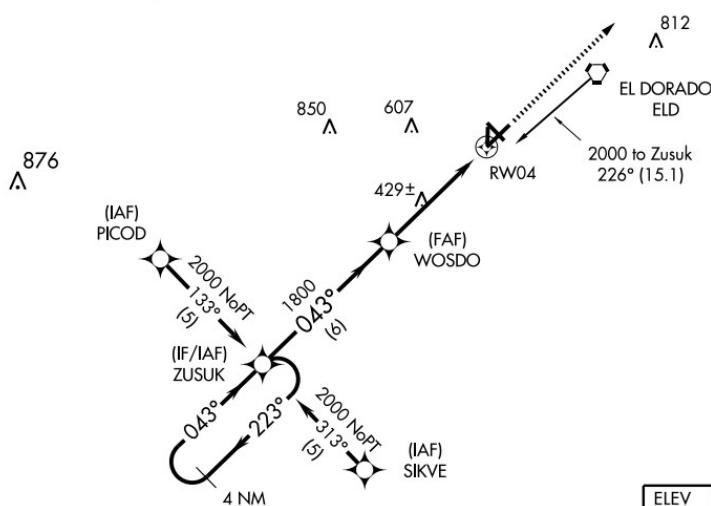
Circling to runways 13, 17, 31, and 35 NA at night.  
When VGSI inoperative, procedure NA at night.

MISSIED APPROACH: Climb to 2000 direct UMUDY and hold.

ASOS <b>118.325</b>	FORT WORTH CENTER <b>128.2 269.1</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals at ELD VORTAC via V407 northeast bound, and arrivals at FLESH via V71 southeast bound.



## RNAV (GPS) RWY 22

EL DORODO/SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

WAAS Ch 77521 W22A	APP CRS 223°	Rwy Idg 6601 TDZE 259 Apt Elev 277
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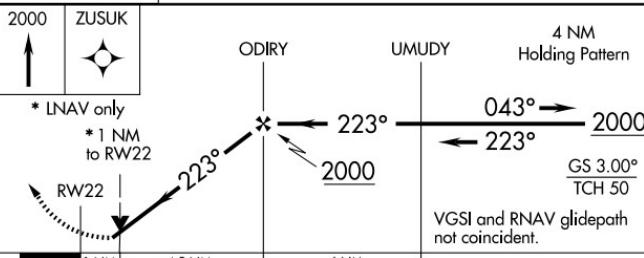
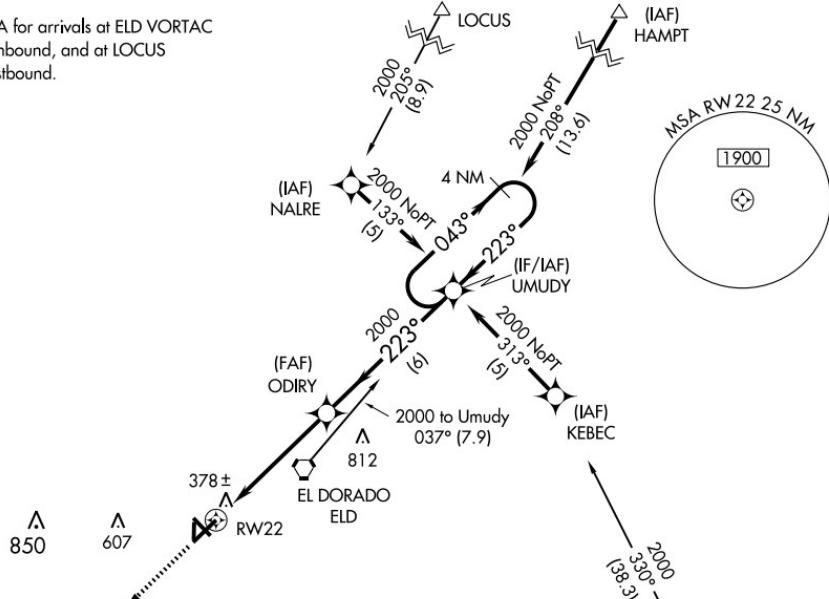
▼ BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 1 1/4 all Cats, increase LNAV Cats A, B, and C visibility to 1, and Cat. D to 1 1/4. Circling to runways 4, 13, 17, 31 and 35 NA at night.



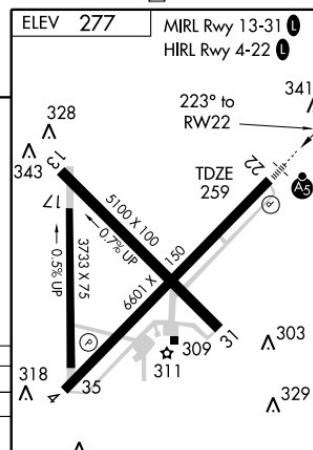
MISSIED APPROACH:  
Climb to 2000 direct  
ZUSUK and hold.

ASOS  
118.325FORT WORTH CENTER  
128.2 269.1UNICOM  
123.0 (CTAF) 1

Procedure NA for arrivals at ELD VORTAC via V71 southbound, and at LOCUS via V278 eastbound.



CATEGORY	A	B	C	D
LPV DA	602-¾	343 (400-¾)		
LNAV/VNAV DA		650-¾	391 (400-¾)	
LNAV MDA	640-¾	381 (400-¾)	640-1	381 (400-1)
CIRCLING	740-1½	463 (500-1½)	740-1½	840-2
			463 (500-1½)	563 (600-2)

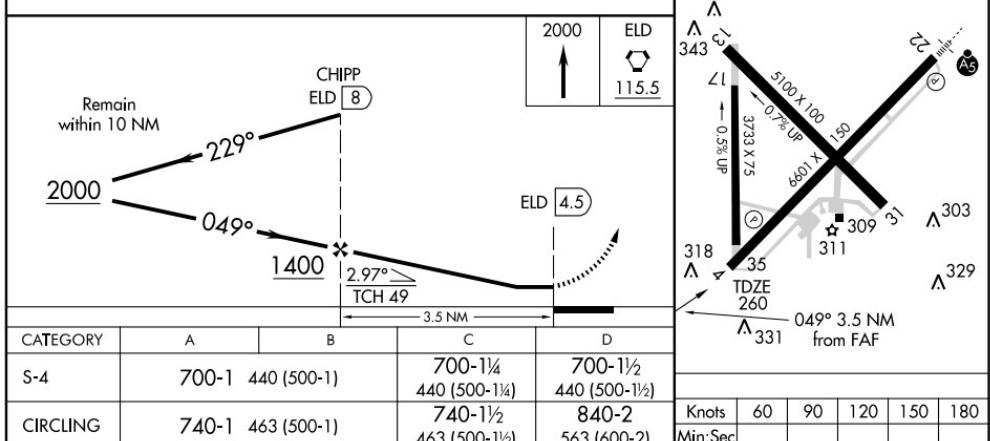
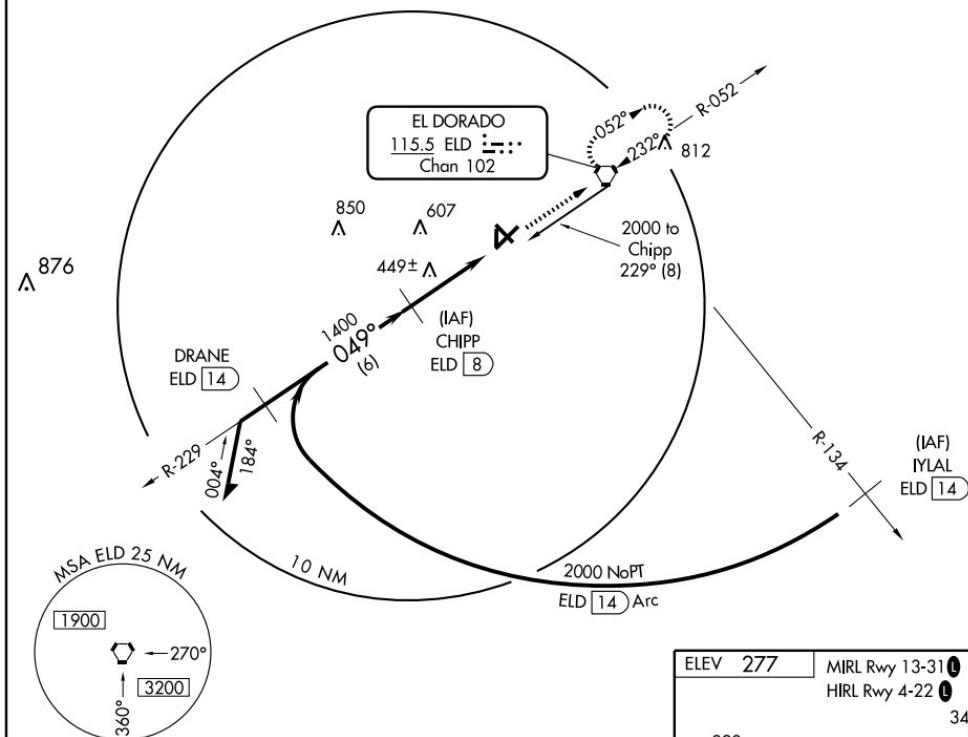


## VOR/DME RWY 4

EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

VORTAC ELD 115.5 Chan 102	APP CRS 049°	Rwy Idg 6601 TDZE 260 Apt Elev 277
---------------------------------	-----------------	--

T	MISSED APPROACH: Climb to 2000 direct ELD VORTAC and hold.
ASOS 118.325	FORT WORTH CENTER 128.2 269.1
	UNICOM 123.0 (CTAF) 0



## VOR RWY 22

EL DORODO / SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

VORTAC ELD APP CRS Rwy Idg 6601  
**115.5** **232°** TDZE 260  
 Chan 102 Apt Elev 277

**T** When local altimeter setting not received,  
 procedure not authorized. For inoperative  
**A** MALS, increase S-22 Cat D visibility to 1 1/4.

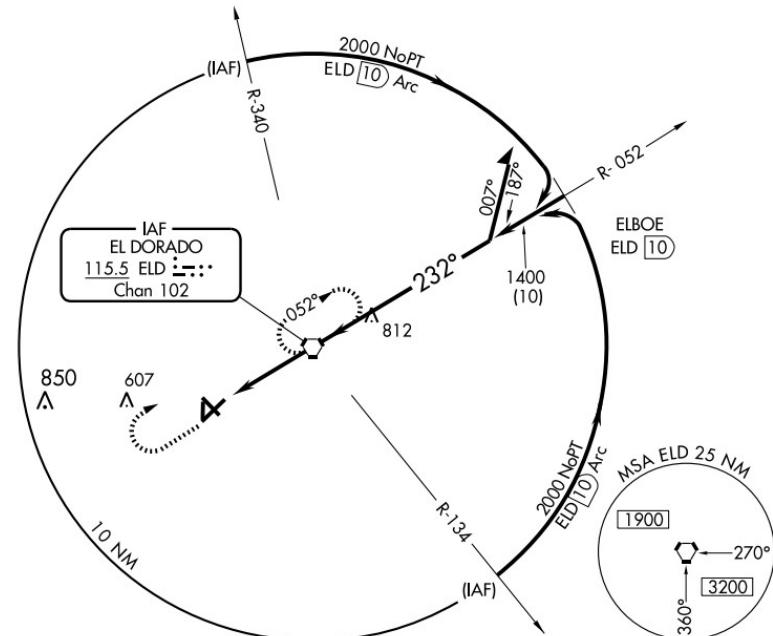


MISSED APPROACH: Climb to 1000 then climbing right  
 turn to 2000 direct ELD VORTAC and hold.

ASOS  
**118.325**

FORT WORTH CENTER  
**128.2 269.1**

UNICOM  
**123.0 (CTAF) 0**

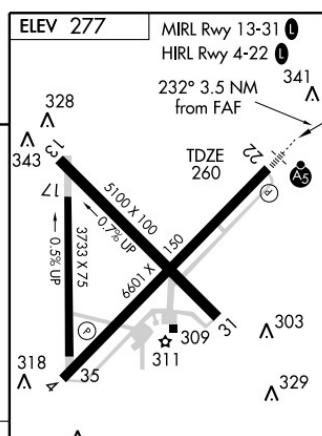


1000 ↑  
 2000 ↗  
 ELD  
 115.5

VORTAC  
 Remain within 10 NM

052°  
 232°  
 2000  
 1400  
 2.95°  
 TCH 55  
 3.5 NM

CATEGORY	A	B	C	D
S-22	660-1/2 400 (400-1/2)			660-1 400 (400-1)
CIRCLING	740-1 463 (500-1)	740-1/2 463 (500-1/2)	840-2 563 (600-2)	



09015

## AIRPORT DIAGRAM

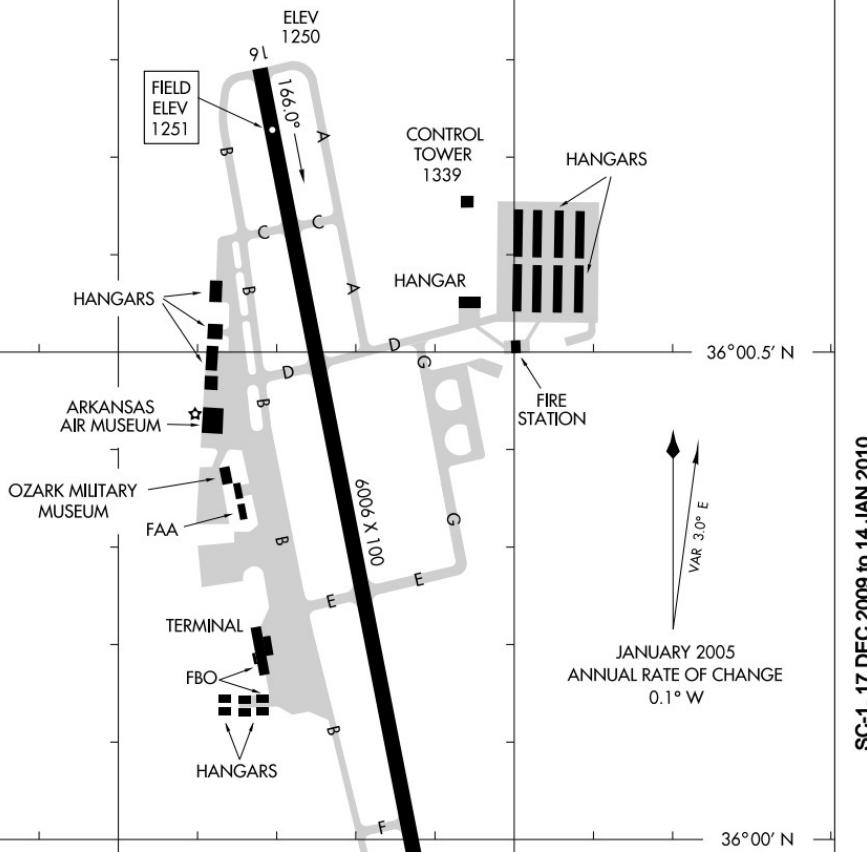
AL-728 (FAA)

FAYETTEVILLE/DRAKE FIELD (FYV)  
FAYETTEVILLE, ARKANSAS

ATIS  
119.575  
DRAKE TOWER ★  
128.0 371.9  
GND CON  
121.8

D

1485



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

094°10.5' W

094°10' W

SC-1-17 DEC 2009 to 14 JAN 2010

LOC/DME I-LFH <u>111.9</u> Chan 56	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>6006</b> <b>1241</b> <b>1251</b>
--	------------------------	-----------------------------	---

**T** Glideslope provided by standard glideslope equipment. Circling NA east of Rwy 16-34. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet.

**LDA/DME RWY 34**  
FAYETTEVILLE/ DRAKE FIELD (FYV)

## FAYETTEVILLE/ DRAKE FIELD (FYV)

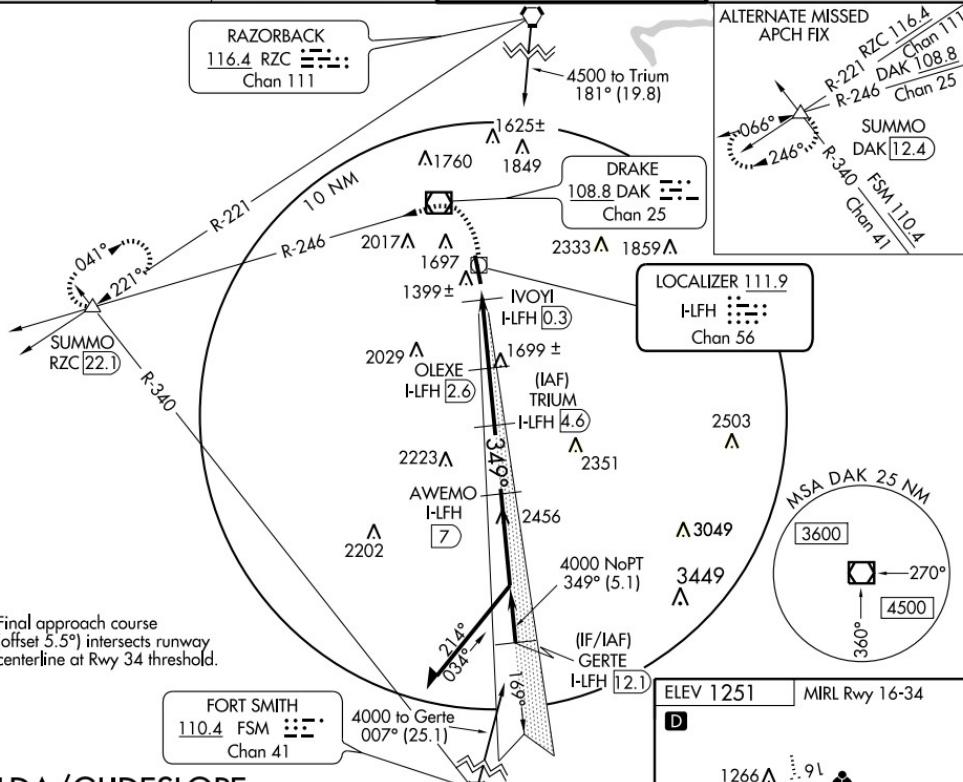
DALS MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 245° and DAK R-246 to SUMMO Int and hold.

ATIS  
119.575

RAZORBACK APP CO  
121.0 244.57

DRAKE TOWER ★  
**128.0** (CTAF)  **371.9**

GND CON  
121.8



## LDA/GLIDESLOPE

2200 ↑ HDG 245° DAK R-246

SUMMO △

TRIUM I-LFH [4.6]

Remain within 10 NM

AWEMO I-LFH [7]

OLEXE HFH [2.6]

IVOYI I-LFH [0.3]

4000 349° 349° 4500

3000\* 3000\*

4000 4000

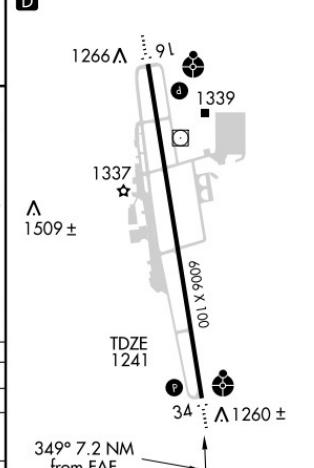
\*LDA only

GS 3.50% TCH 58

	—0.5—	2.3 NM	2 NM	2.4 NM	
CATEGORY	A	B	C	D	
S-LDA/GS 34		1589-1½	348 (400-1½)		NA
S-LDA 34	2000-1½ 759 (800-1½)	2000-1½ 759 (800-1½)	2000-2½ 759 (800-2½)		NA
CIRCLING	2000-1½ 749 (800-1½)	2000-1½ 749 (800-1½)	2000-2½ 749 (800-2½)		NA

ELEV 1251 MIRI Hwy 16-34

1



## LOC RWY 16

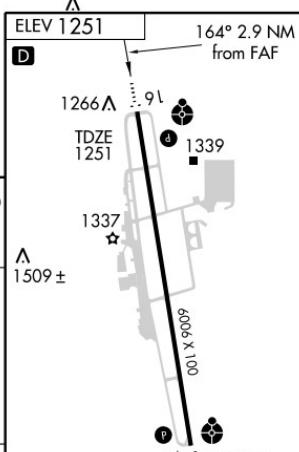
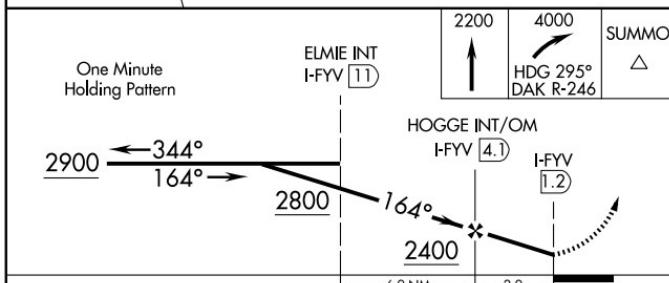
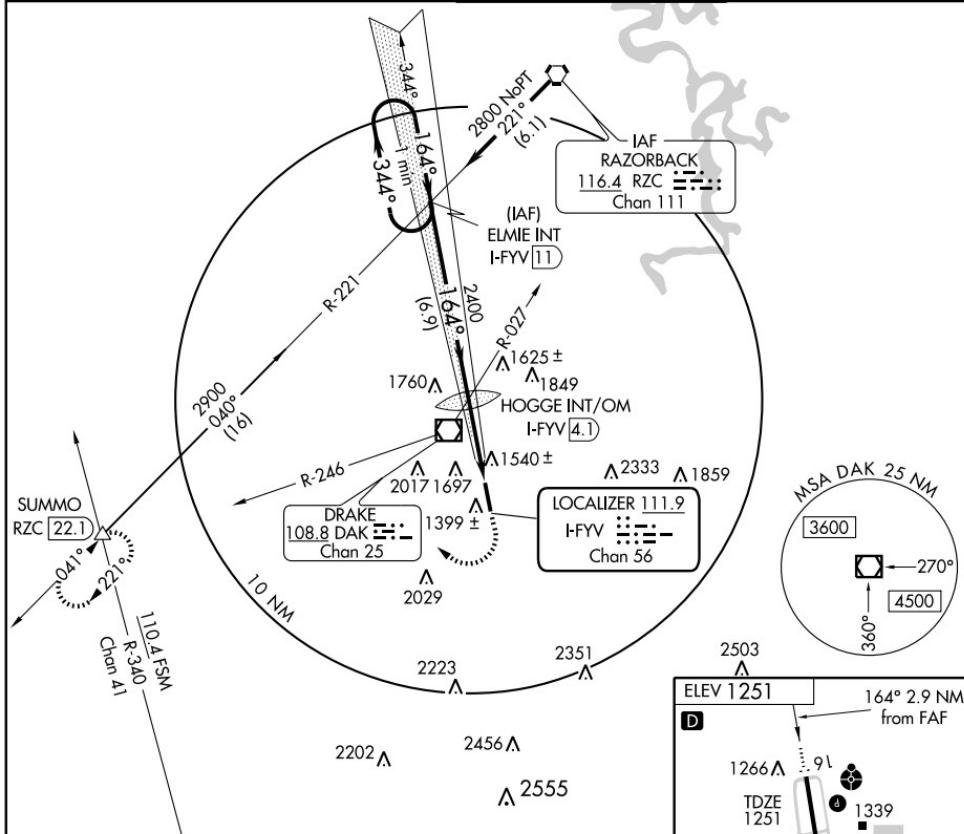
FAYETTEVILLE/ DRAKE FIELD (FYV)

LOC/DME I-FYV 111.9 Chan 56	APP CRS 164°	Rwy Idg TDZE Apt Elev 6006 1251 1251
-----------------------------------	-----------------	---



MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

▼ Circling not authorized east of Rwy 16-34.  
 ▲ Inoperative table does not apply.  
 ASR

ATIS  
119.575RAZORBACK APP CON\*  
121.0 244.57DRAKE TOWER \*  
128.0 (CTAF) 0 371.9GND CON  
121.8

CATEGORY	A	B	C	D	FAF to MAP 2.9 NM
S-16	1760-1	509 (600-1)	1760-1½	509 (600-1½)	Knots 60 90 120 150 180
CIRCLING	2000-1	2000-1¼	2000-2¼	2300-3	Min:Sec 2:54 1:56 1:27 1:10 0:58
	749 (800-1)	749 (800-1¼)	749 (800-2¼)	1049 (1100-3)	

ATIS 119.575

GND CON

121.8

DRAKE TOWER\*

128.0 (CTAF) 371.9

RAZORBACK DEP CON \*

121.0 244.57

**BARTLESVILLE**  
117.9 BVO   
 Chan 126  
 N36°50.06' -W96°01.10'  
 L-15, H-6

**TULSA**  
114.4 TUL   
 Chan 91  
 N36°11.78' -W95°47.29'  
 L-15, H-6

**WILL ROGERS**  
114.1 IRW   
 Chan 88  
 N35°21.52' -W97°36.55'  
 L-15, H-6

**OKMULGEE**  
114.9 OKM   
 Chan 96  
 N35°41.59' -W95°51.96'  
 L-15, H-6

**McALESTER**  
112.0 MLC   
 Chan 57  
 N34°50.97' -W95°46.94'  
 L-17, H-6

**SPRINGFIELD**  
116.9 SGF   
 Chan 116  
 N37°21.36' -W93°20.04'  
 L-16, H-5

**DOGWOOD**  
109.4 DGD   
 Chan 31  
 N37°01.41' -W92°52.62'  
 L-16

**NEOSHO**  
117.3 EOS   
 Chan 120  
 N36°50.55' -W94°26.14'  
 L-16, H-6

**RAZORBACK**  
116.4 RZC   
 Chan 111  
 N36°14.79' -W94°07.28'  
 L-16, H-6

**DRAKE**  
108.8 DAK   
 Chan 25  
 N36°02.57' -W94°11.85'  
 L-16

**FORT SMITH**  
110.4 FSM   
 Chan 41  
 N35°23.30' -W94°16.29'  
 L-16, H-6

**HARRISON**  
112.5 HRO   
 Chan 72  
 N36°19.10' -W93°12.80'  
 L-16

**LITTLE ROCK**  
113.9 LIT   
 Chan 86  
 N34°40.66' -W92°10.83'  
 L-18, H-6

**HOT SPRINGS**  
110.0 HOT   
 Chan 37  
 N34°28.72' -W93°05.44'  
 L-17

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence . . . .

TAKE-OFF RUNWAY 34: Fly runway heading. Thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

# RNAV (GPS) RWY 16

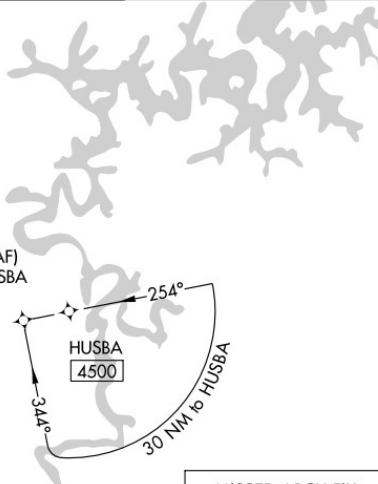
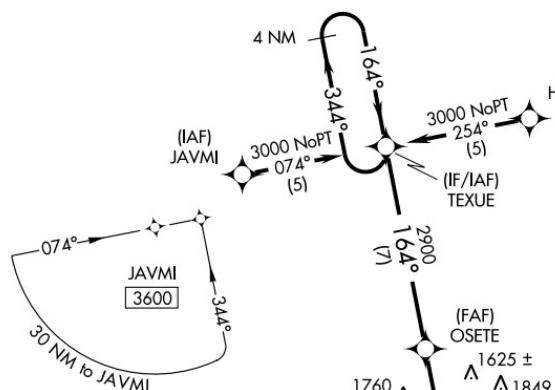
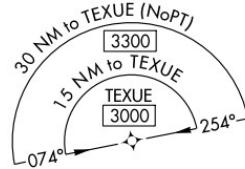
## FAYETTEVILLE/ DRAKE FIELD (FYV)

APP CRS  
164°  
Rwy Idg 6006  
TDZE 1251  
Apt Elev 1251

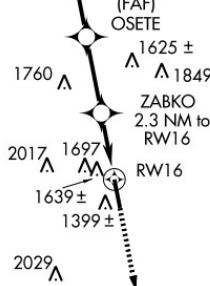
**T** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility ASR  $\frac{1}{4}$  mile. Circling NA east of Rwy 16-34.

ODALS

MISSIED APPROACH: Climb to 4500 direct PAKUE and hold.

ATIS  
119.575RAZORBACK APP CON★  
121.0 244.57DRAKE TOWER ★  
128.0 (CTAF) 0 371.9GND CON  
121.8

MISSIED APCH FIX

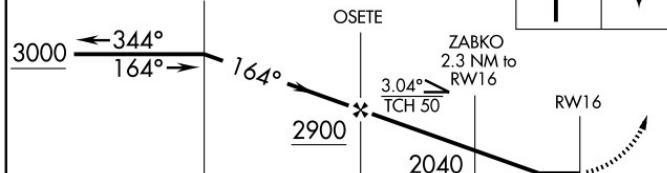


164° to RW16  
D  
1266 A  
TDZE 1251  
1339

1337 ★  
1509 ±  
6006 X 100

P  
34° A 1260 ±

4 NM Holding Pattern TEXUE



MIRL Rwy 16-34

CATEGORY	A	B	C	D
LNAV MDA	1920-1	669 (700-1)	1920-1 $\frac{3}{4}$ 669 (700-1 $\frac{3}{4}$ )	1920-2 669 (700-2)
CIRCLING	2000-1 749 (800-1)	2000-1 $\frac{1}{4}$ 749 (800-1 $\frac{1}{4}$ )	2000-2 $\frac{1}{4}$ 749 (800-2 $\frac{1}{4}$ )	2260-3 1009 (1100-3)

RNAV (GPS) RWY 34  
FAYETTEVILLE/ DRAKE FIELD (FYV)

APP CRS <b>344°</b>	Rwy Idg <b>6006</b> TDZE <b>1241</b> Apt Elev <b>1251</b>
------------------------	---

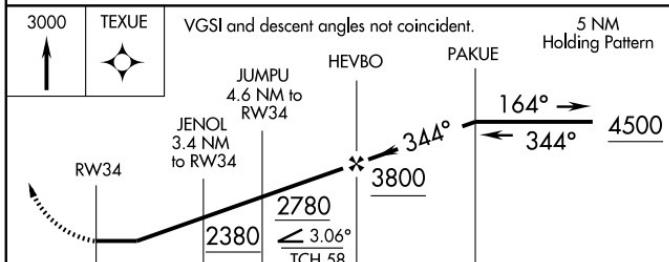
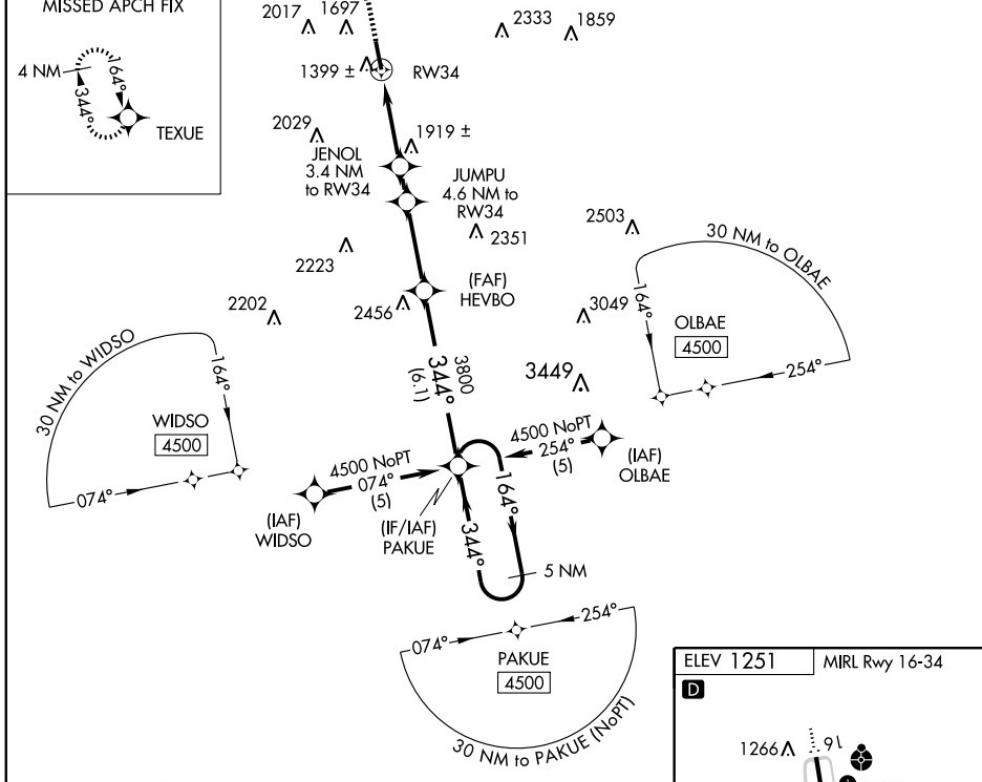
**T** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA East Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet and ASR LNAV and circling Cat C visibility  $\frac{1}{4}$  mile.

ODALS



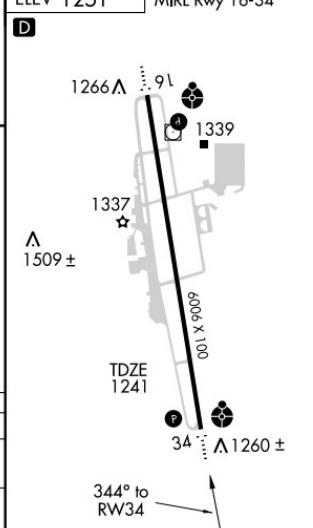
MISSIED APPROACH: Climb to 3000 direct TEXUE and hold.

ATIS <b>119.575</b>	RAZORBACK APP CON* <b>121.0 244.57</b>	DRAKE TOWER * <b>128.0 (CTAF) 0 371.9</b>	GND CON <b>121.8</b>
------------------------	---	--	-------------------------



CATEGORY	A	B	C	D
LNAV MDA	2180-1 $\frac{1}{4}$	939 (1000-1 $\frac{1}{4}$ )	2180-2 $\frac{3}{4}$ 939 (1000-2 $\frac{3}{4}$ )	2180-3 939 (1000-3)
CIRCLING	2180-1 $\frac{1}{4}$	929 (1000-1 $\frac{1}{4}$ )	2180-2 $\frac{3}{4}$ 929 (1000-2 $\frac{3}{4}$ )	2260-3 1009 (1100-3)

ELEV 1251 MIRL Rwy 16-34



FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

VOR-A

FAYETTEVILLE/DRAKE FIELD (FYV)

VOR/DME DAK	APP CRS	Rwy Idg	<b>N/A</b>
<b>108.8</b>	<b>139°</b>	TDZE	<b>N/A</b>
Chan 25		Apt Elev	<b>1251</b>



Circling NA east of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet.

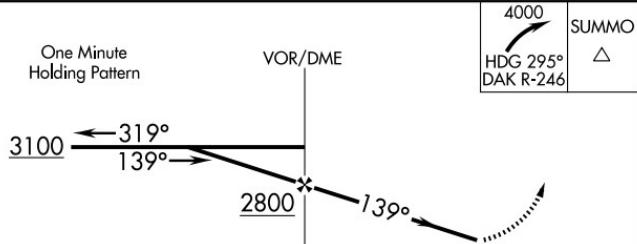
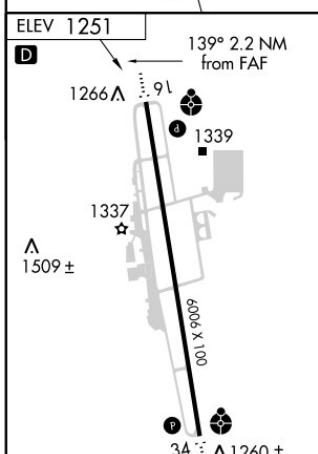
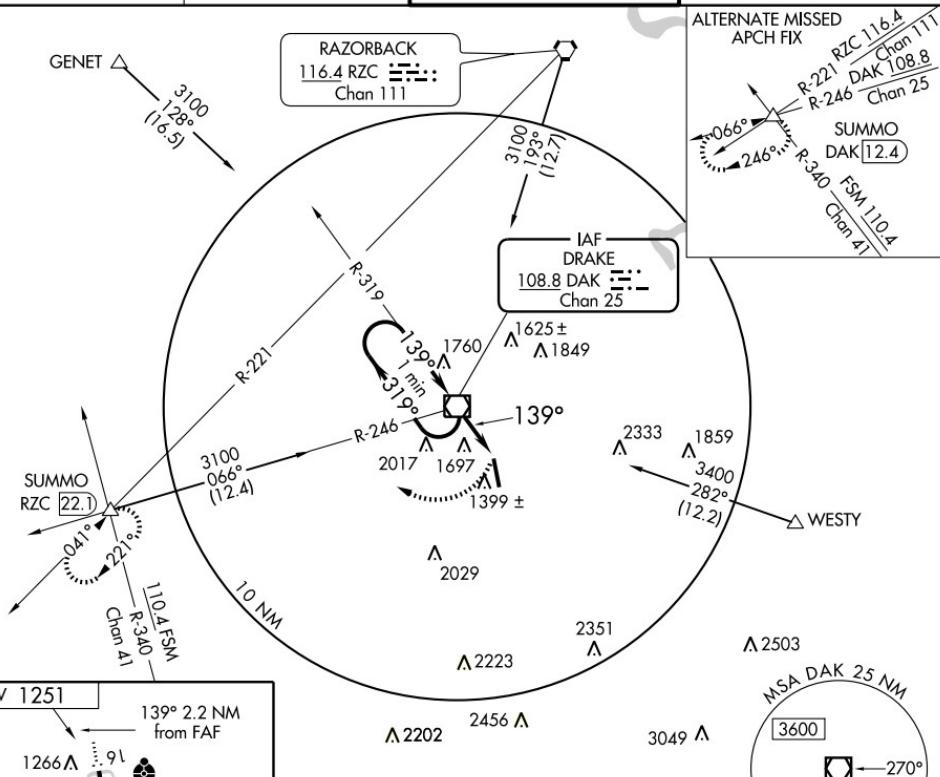
MISSED APPROACH: Climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

ATIS  
**119.575**

RAZORBACK APP CON★  
**121.0 244.57**

DRAKE TOWER★  
**128.0 (CTAF) 0 371.9**

GND CON  
**121.8**



FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1 1/4 749 (800-1 1/4)	2000-2 1/4 749 (800-2 1/4)	2300-3 1049 (1100-3)

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

VOR/DME DAK  
108.8  
Chap. 25

CRS  
59

Rwy Idg      N/A  
TDZE      N/A  
Apt Elev      1251

Girdling not authorized east of Hwy 16-34

**VOR/DME-B**  
FAYETTEVILLE/ DRAKE FIELD (FYV)

A  
ASR

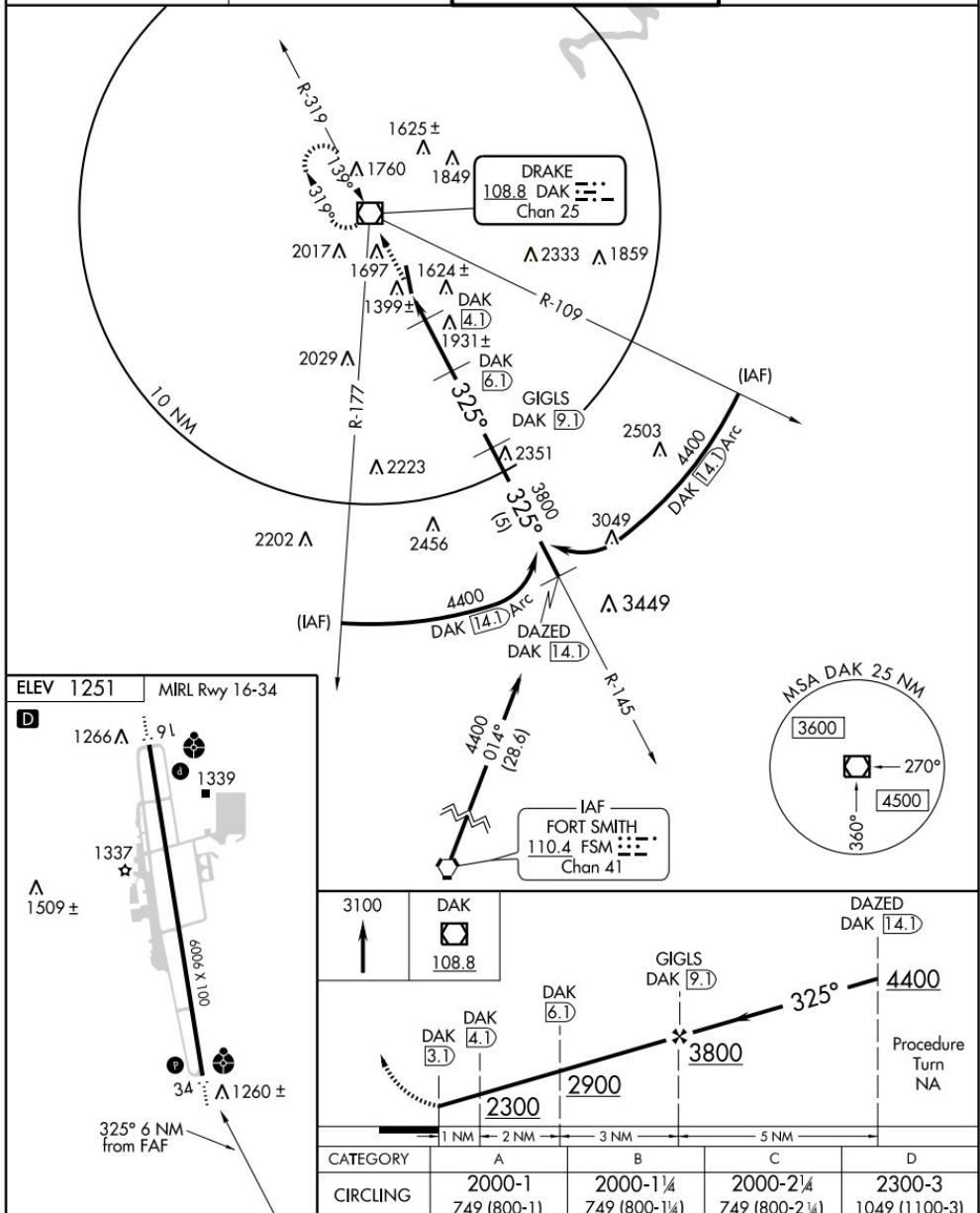
MISSED APPROACH: Climb to 3100 direct DAK VOR/DME and hold

ATIS  
119-575

RAZORBACK APP CO  
121.0 244.57

DRAKE TOWER ★  
128.0 (CTAF) 0 371.9

GND CON  
121-8



## AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)  
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

ASOS

119.425

NORTHWEST ARKANSAS

RGNL TOWER \*

127.1

GND CON

121.9

D

FIELD  
ELEV  
1287

RWY 16-34

S75, D150, DT350

36° 17.5' N

0.3% DOWN  
15.7°

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

36° 17' N

8800 X 150

36° 16.5' N

ELEV  
1265  
34

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

36° 16' N

94° 19' W

94° 18.5' W

94° 18' W

SC-176 2009 to 14 JAN 2010

(HIFIL3.RZC) 08213

# HIGHFILL THREE DEPARTURE

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

SL-9274 (FAA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

NORTHWEST ARKANSAS RGNL TOWER \*

127.1 (CTAF)  
RAZORBACK DEP CON★  
121.0 244.57  
GND CON  
121.9  
ASOS 119.425

SPRINGFIELD  
116.9 SGF ~~■■■~~: Chan 116  
N37°21.36' W93°20.04'  
L-16, H-5

DOGWOOD  
109.4 DGD ~~■■■~~: Chan 31  
N37°01.41' W92°52.62'  
L-16

NEOSHO  
117.3 EOS ~~■■■~~ Chan 120  
N36°50.55' W94°26.14'  
L-16, H-6

HARRISON  
112.5 HRO ~~■■■~~ Chan 72  
N36°19.10' W93°12.80'  
L-16

BARTLESVILLE  
117.9 BVO ~~■■■~~ Chan 126  
N36°50.06' W96°01.10'  
L-15, H-6

TULSA  
114.4 TUL ~~■■■~~ Chan 91  
N36°11.78' W95°47.29'  
L-15, H-6

WILL ROGERS  
114.1 IRW ~~■■■~~ Chan 88  
N35°21.52' W97°36.55'  
L-15, H-6

OKMULGEE  
114.9 OKM ~~■■■~~ Chan 96  
N35°41.59' W95°51.96'  
L-15, H-6

LITTLE ROCK  
113.9 LIT ~~■■■~~ Chan 86  
N34°40.66' W92°10.83'  
L-18, H-6

McALESTER  
112.0 MLC ~~■■■~~ Chan 57  
N34°50.97' W95°46.94'  
L-17, H-6

HOT SPRINGS  
110.0 HOT ~~■■■~~ Chan 37  
N34°28.72' W93°05.44'  
L-17

FORT SMITH  
110.4 FSM ~~■■■~~ Chan 41  
N35°23.30' W94°16.29'  
L-16, H-6

## TAKE-OFF MINIMUMS:

Rwy 16: Standard.

Rwy 34: 500-2 3/4 or standard with minimum climb of 227 feet per NM to 1900.

NOTE: Rwy 16, trees 1985 feet from Departure end of runway, 1020 feet right of centerline, up to 100 feet AGL/1321 feet MSL.

NOTE: Rwy 34, tower 1.99 NM from Departure end of runway, 1.29 NM left of centerline, 309 feet AGL/1729 feet MSL.

NOTE: Radar Required  
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION



ALL AIRCRAFT CLEARED AS FILED.

TAKE-OFF RUNWAY 16: Climbing right turn via heading 180°. Thence...

TAKE-OFF RUNWAY 34: Fly via heading 336°. Thence...

.... Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

AL-9274 (FAA)

LOC/DME I-XNA  
**110.55**  
 Chan 42 (Y)

APP CRS  
**156°**

Rwy Idg **8800**  
 TDZE **1287**  
 Apt Elev **1287**

▼ If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet.  
 ▲ VDP NA when using Smith Field altimeter setting.

# ILS or LOC/DME RWY 16

## FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

MALSR  
 A5

MISSSED APPROACH: Climb to 1800 then climbing left turn to 3400 via heading 130° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

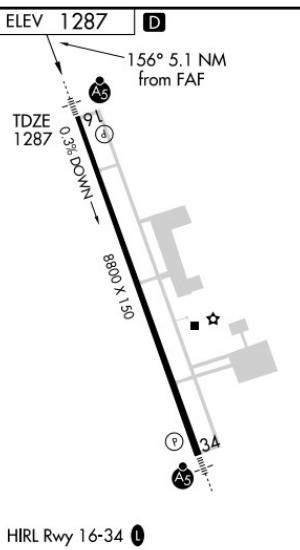
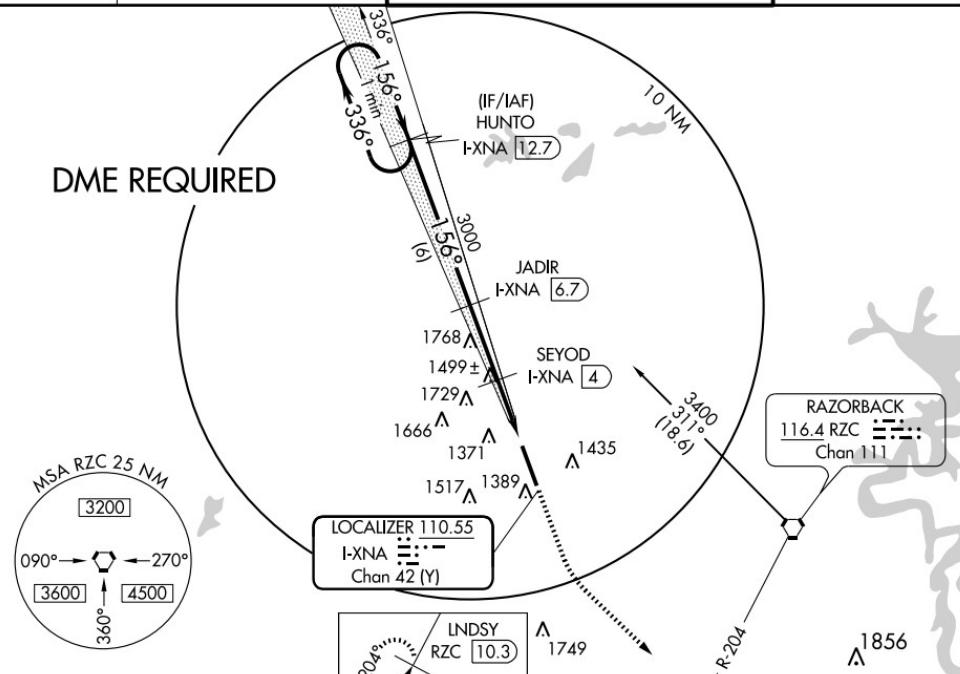
ASOS  
**119.425**

RAZORBACK APP CON ★  
**121.0 244.57**

NORTHWEST ARKANSAS RGNL TOWER ★  
**127.1 (CTAF) 0**

GND CON  
**121.9**

DME REQUIRED





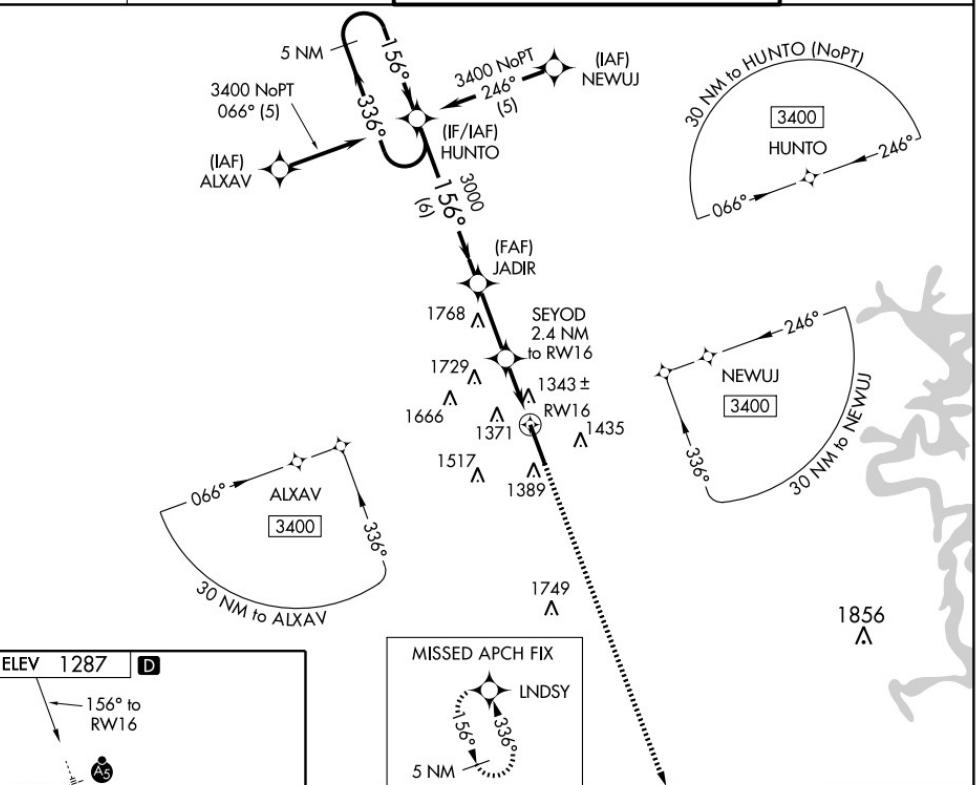
WAAS CH 72899 W16A	APP CRS 156°	Rwy Idg 8800 TDZE 1287 Apt Elev 1287
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## RNAV (GPS) RWY 16

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

**T** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA and VDP NA when using Smith Field altimeter setting.

**A** MALS R MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

ASOS  
119.425RAZORBACK APP CON ★  
121.0 244.57NORTHWEST ARKANSAS RGNL TOWER ★  
127.1 (CTAF) 0GND CON  
121.9

ELEV 1287 D

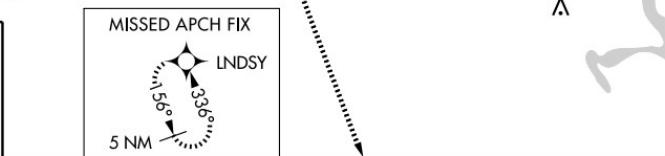
156° to RW16

TDZE 1287 0.5% DOWN

8800 X 150

HIRL Rwy 16-34 0

(P) 34 A5



CATEGORY	A	B	C	D
LPV DA		1537/24	250 (300-1/2)	
LNAV/VNAV DA		1693/50	406 (500-1)	
LNAV MDA	1800/24 513 (600-1/2)		1800/50 513 (600-1)	1800/60 513 (600-1 1/4)
CIRCLING	1800-1 513 (600-1)		1800-1 1/2 513 (600-1 1/2)	1840-2 553 (600-2)

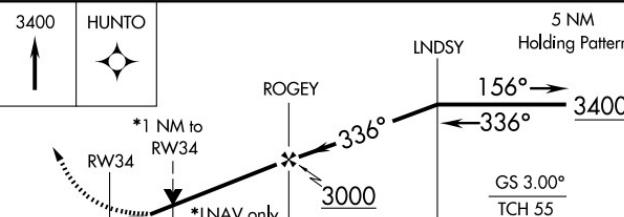
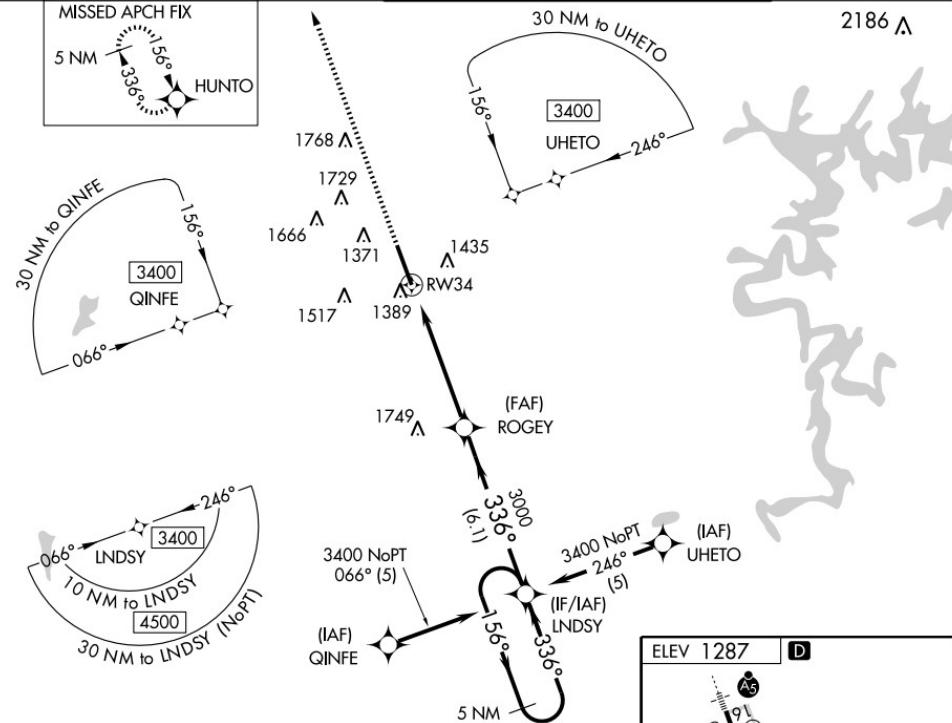
## RNAV (GPS) RWY 34

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

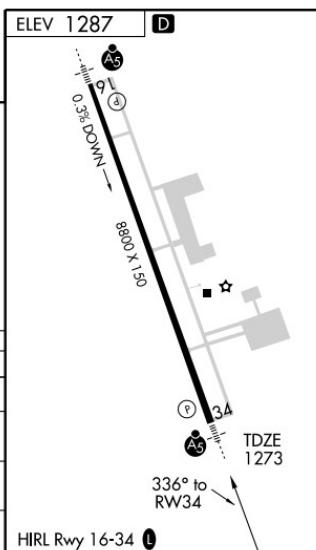
WAAS  
CH **78299**  
**W34A**APP CRS  
**336°**Rwy Idg **8800**  
TDZE **1273**  
Apt Elev **1287**

**T** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). For inoperative MALS, increase LPV all Cals visibility  
**A** to RVR 4000 and LNAV Cat D to RVR 6000. If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Smith Field altimeter setting.

MALS

MISSIED APPROACH:  
Climb to 3400 direct  
HUNTO and holdASOS  
**119.425**RAZORBACK APP CON ★  
**121.0 244.57**NORTHWEST ARKANSAS RGNL TOWER ★  
**127.1 (CTAF) ①**GND CON  
**121.9**

CATEGORY	A	B	C	D	
LPV DA	1523/24	250 (300-½)			
LNAV/ VNAV DA	1639/40 366 (400-¾)				
LNAV MDA	1640/24 367 (400-½)		1640/50		
			367 (400-1)		
CIRCLING	1720-1½ 433 (500-1¼)	1740-1½ 453 (500-1¼)	1740-1½ 453 (500-1½)	1840-2 553 (600-2)	



## RNAV (GPS) RWY 4

FLIPPIN/MARION COUNTY RGNL (FLP)

APP CRS <b>048°</b>	Rwy Idg <b>5000</b> TDZE <b>719</b> Apt Elev <b>719</b>
------------------------	---

▼ Circling NA north of Rwy 04-22. DME/DME RNP -0.3 NA.  
 ▲ When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cats A and C visibility  $\frac{1}{4}$  mile. VDP NA when using Mountain Home altimeter setting.

MISSIED APPROACH: Climb to 3400 direct CHIEF and hold.

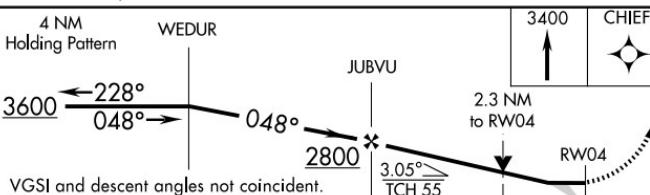
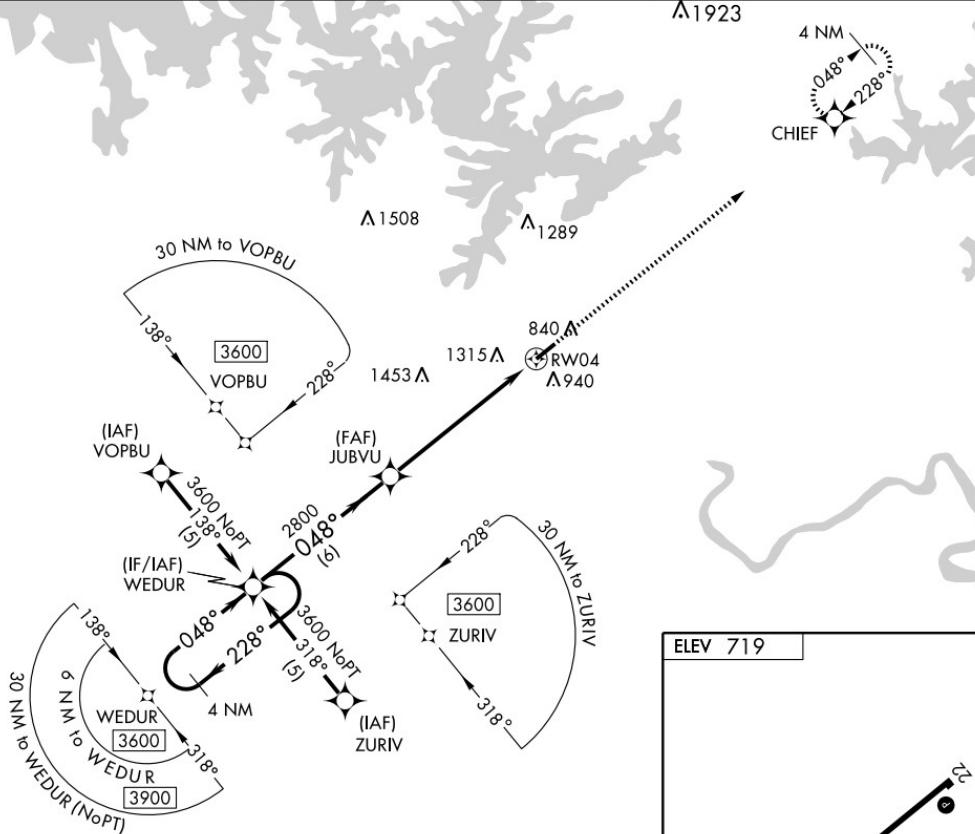
AWOS-3

**132.075**

MEMPHIS CENTER

**126.85 281.55**

UNICOM

**123.0 (CTAF)**  1923

CATEGORY	A	B	C	D
LNAV MDA	1580-1 861 (900-1)	1580-1½ 861 (900-1½)	1580-2½ 861 (900-2½)	NA
CIRCLING	1580-1 861 (900-1)	1580-1½ 861 (900-1½)	1580-2½ 861 (900-2½)	NA

MIRL Rwy 4-22 REIL Rwy 4 and 22 

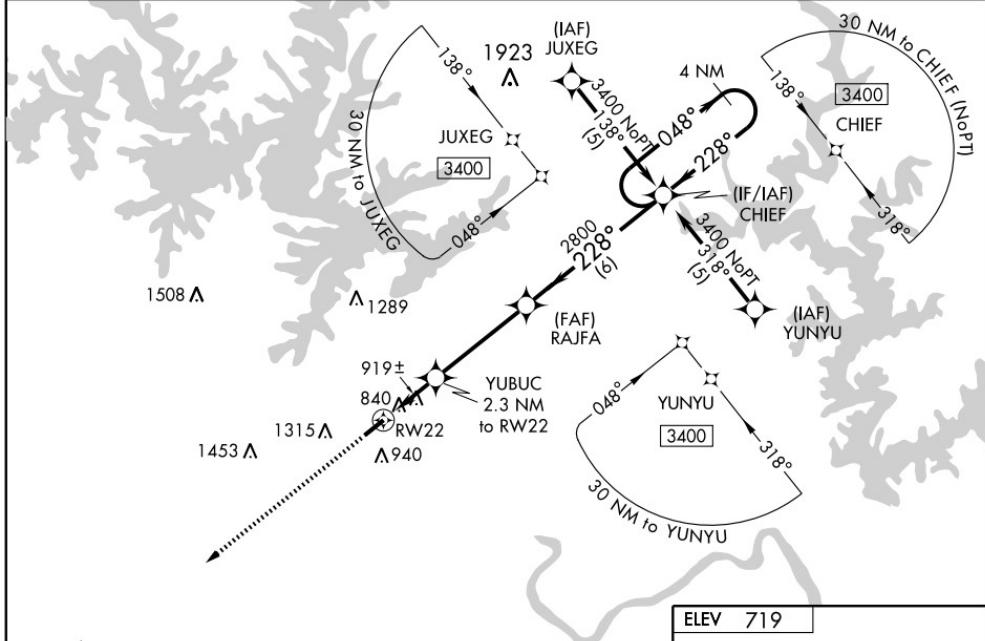
## RNAV (GPS) RWY 22

FLIPPIN/ MARION COUNTY RGNL (FLP)

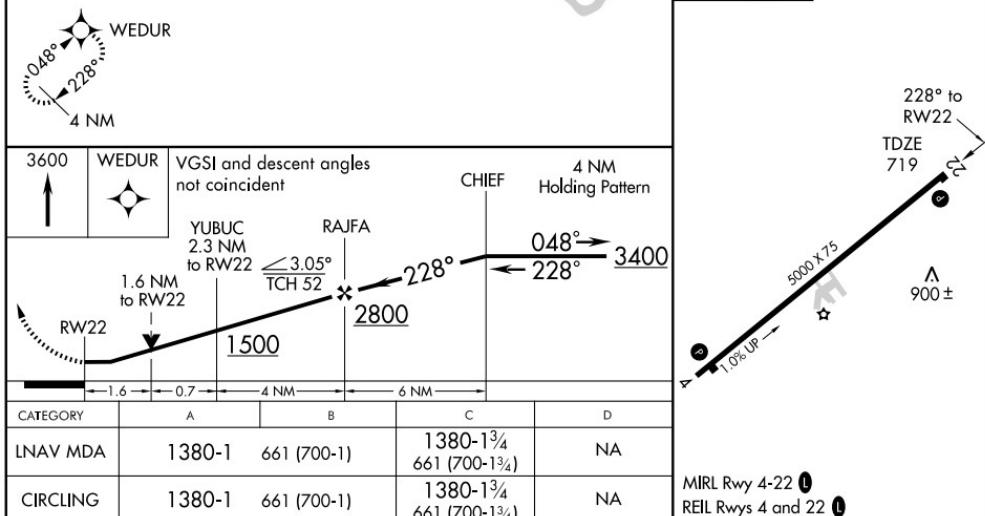
APP CRS <b>228°</b>	Rwy Idg <b>5000</b> TDZE <b>719</b> Apt Elev <b>719</b>
------------------------	--

DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA when using Mountain Home altimeter setting.

MISSIED APPROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3  
**132.075**MEMPHIS CENTER  
**126.85 281.55**UNICOM  
**123.0 (CTAF)**

ELEV 719



VOR/DME FLP	Rwy Idg	N/A
<b>112.8</b>	APP CRS	<b>263°</b>
Chan 75	TDZE	N/A

Apt Elev

719

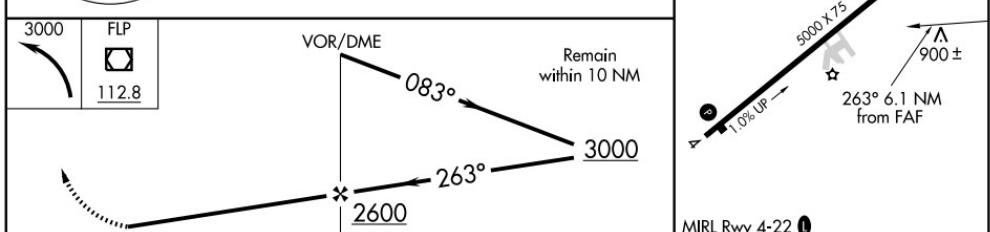
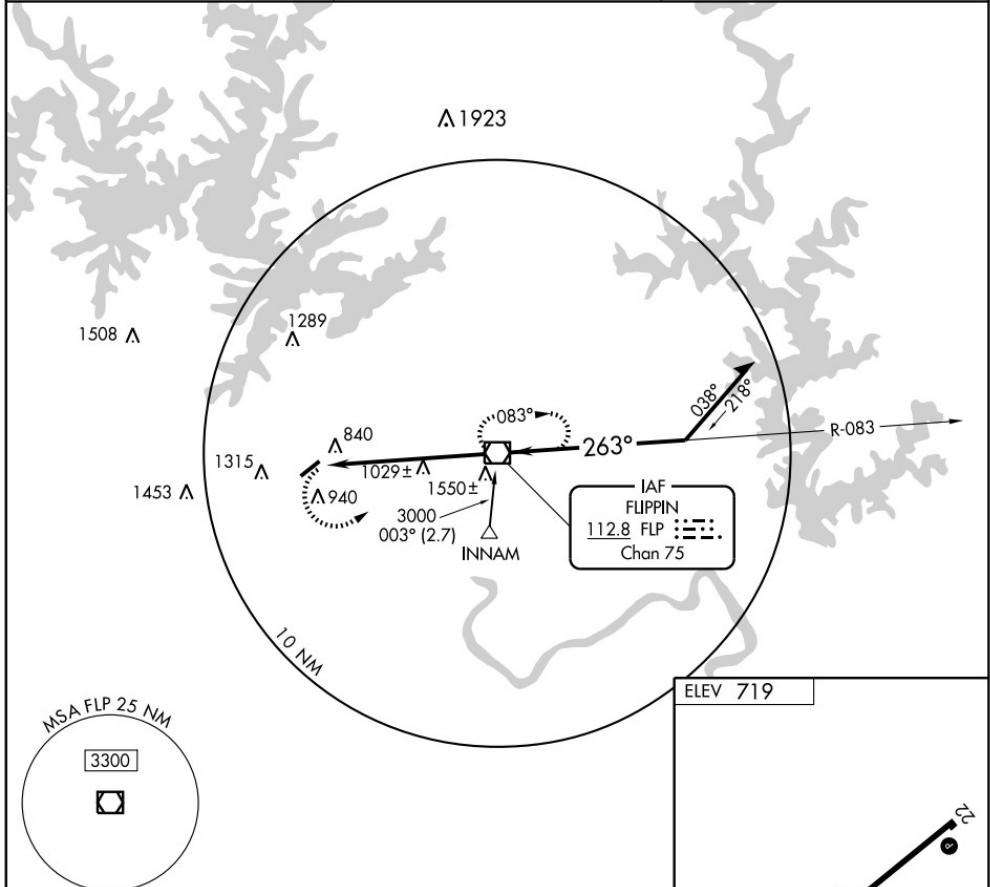
**T** Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

AWOS-3  
**132.075**

MEMPHIS CENTER  
**126.85 281.55**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D	FAF to MAP 6.1 NM
CIRCLING	1300-1	581 (600-1)	1300-1½ 581(600-1½)	NA	Knots 60 90 120 150 180 Min:Sec 6:06 4:04 3:03 2:26 2:02

APP CRS <b>360°</b>	Rwy Idg <b>3014</b>
TDZE <b>249</b>	Apt Elev <b>249</b>

# GPS RWY 36

FORREST CITY MUNI (FCY)

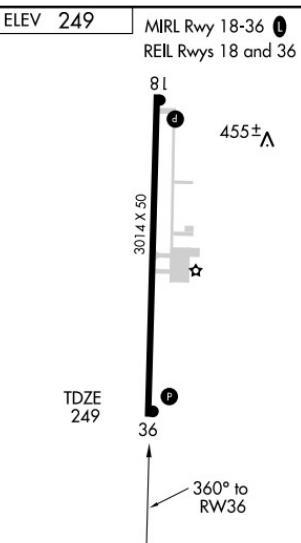
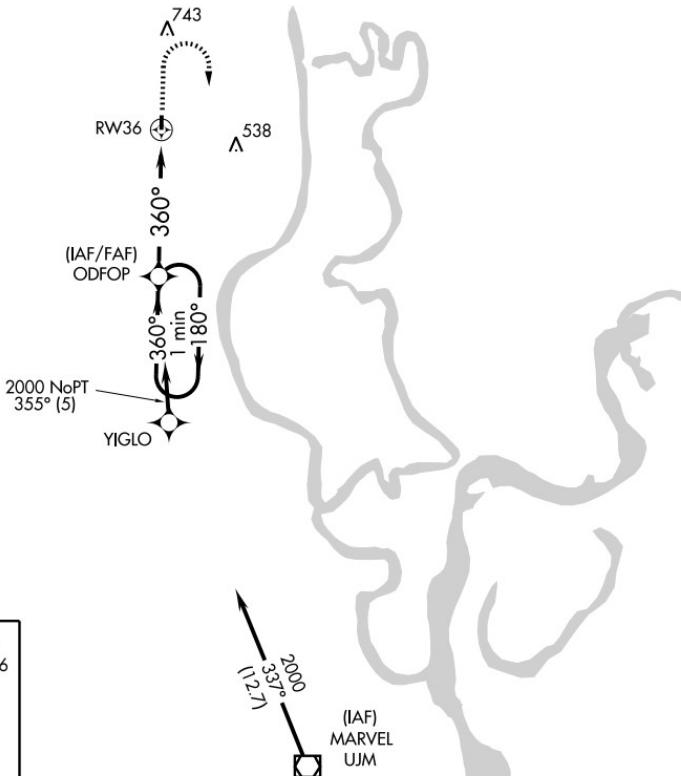
**T** Use Memphis altimeter setting.  
**NA**

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ODFOP WP and hold.

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF) 1**

Λ<sub>783</sub>



CATEGORY	A	B	C	D
S-36	800-1 551 (600-1)		NA	
CIRCLING	920-1 671 (700-1)		NA	

## AIRPORT DIAGRAM

ATIS 126.3  
FORT SMITH TOWER \* 118.3 323.175  
GND CON 121.9 275.8  
CLNC DEL 133.85 278.3

JANUARY 2005  
ANNUAL RATE OF CHANGE  
 $0.1^\circ$  W

TERMINAL / ADMINISTRATIVE BUILDING

MAINTENANCE  
COMPLEX

x 150

1

2

七

A

078.1°

1

1

1

S55, D70, ST89, DT120

RWY 7-25  
S75 D175 ST175 DT295

二、三、四、五、六、七

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

94°21' W

94°23'W

SC-1, 17 DEC 2009 to 14 JAN 2010

LOC I-FSM <b>111.3</b>	APCH CRS <b>256°</b>	Rwy Idg <b>8000</b> TDZE <b>446</b> Arpt Elev <b>469</b>
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JAL-631 [USAF]

FORT SMITH REGIONAL (KFSM)

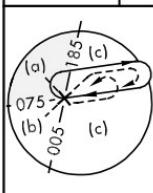
V \* When ALS inop, increase CAT E RVR to 40, vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT E vis to  $\frac{1}{2}$  mile.  
 ▲ NA When control tower closed.

MALSR

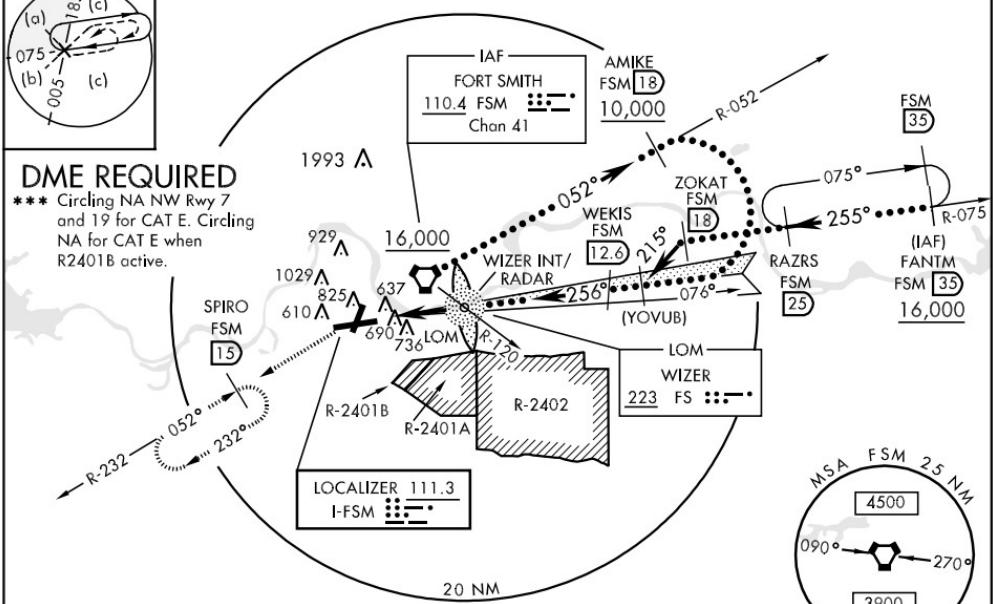


MISSSED APPROACH: Climb to 1400 then climbing left turn to 4000 via heading 220° and FSM R-232 to SPIRO 15 DME and hold, continue climb in hold to 4000.

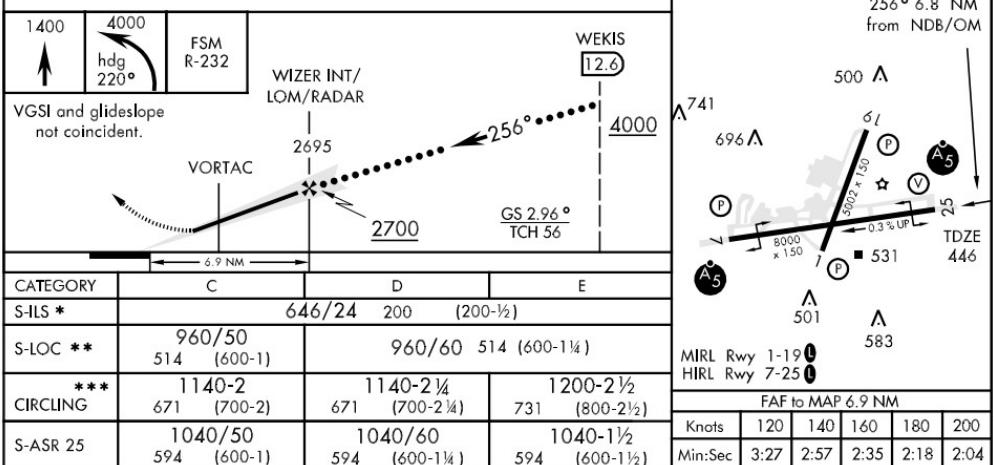
ATIS ★ <b>126.3</b>	RAZORBACK APP CON <b>120.9 343.75</b>	FORT SMITH TOWER ★ <b>118.3 (CTAF) 323.175</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>133.85 278.3</b>	ASR
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**DME REQUIRED**

\*\*\* Circling NA NW Rwy 7 and 19 for CAT E. Circling NA for CAT E when R2401B active.



SC-1.17 DEC 2009 to 14 JAN 2010

**EMERG SAFE ALT 100 NM 4500 FROM FSM VORTAC**

**HI-VOR/DME or TACAN RWY 7**

VORTAC FSM <b>110.4</b> Chan 41	APCH CRS <b>053°</b>	Rwy Idg TDZE Arpt Elev	8000 <b>469</b> <b>469</b>
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JAL-631 [USAF]

FORT SMITH REGIONAL (KFSM)

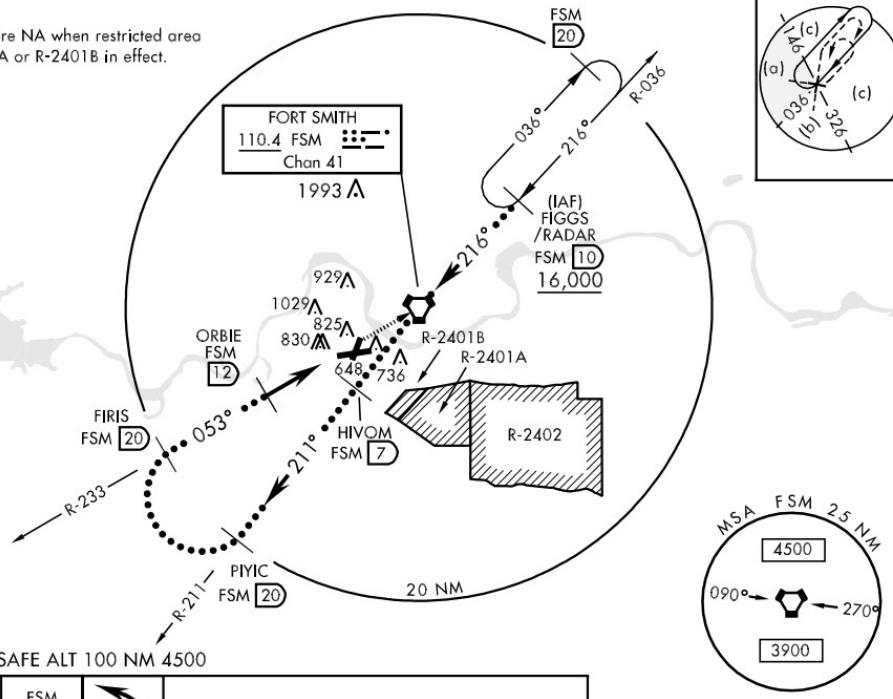
**T** \* Circling NA NW Rwy 7 and 19 for CAT E.  
**A** NA When Control Tower closed.



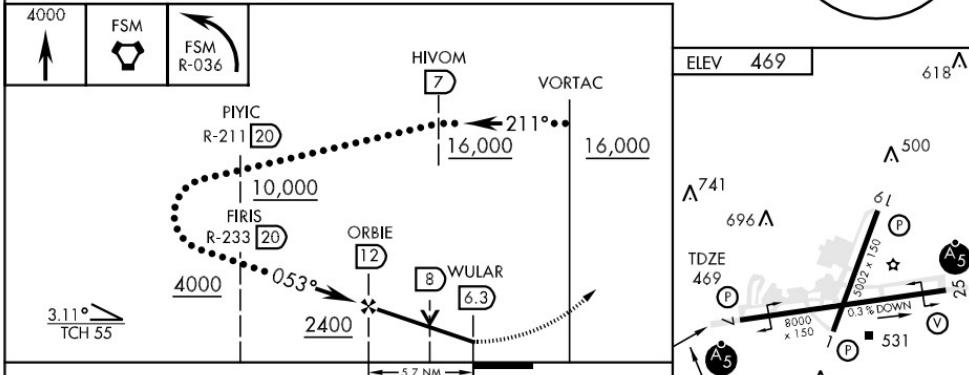
**MISSED APPROACH:** Climb to 4000 direct FSM VORTAC and via R-036 to FIGGS (FSM R-036/10 DME) and hold.

<b>ATIS ★</b>	<b>RAZORBACK APP CON</b>	<b>FORT SMITH TOWER ★</b>	<b>GND CON</b>	<b>CLNC DEL</b>	<b>ASR</b>
<b>126.3</b>	<b>120.9    343.75</b>	<b>118.3 (CTAF) 0    323.175</b>	<b>121.9    275.8</b>	<b>133.85    278.3</b>	

Procedure NA when restricted area  
R-2401A or R-2401B in effect.



EMERG SAFE ALT 100 NM 4500



CATEGORY	C	D	E
S-7	1080-1½ 611 (700-1¾)	1080-2 611 (700-2)	1080-2½ 611 (700-2¼)
CIRCLING *	1140-2 671 (700-2)	1140-2½ 671 (700-2¼)	1200-2½ 731 (800-2½)
S-ASR 7	1200-1½ 731 (800-1½)	1200-1¾ 731 (800-1¾)	1200-2 731 (800-2)

## FORT SMITH, ARKANSAS

HI-VOR/DME or TACAN RWY 25

VORTAC FSM <b>110.4</b> Chan <b>41</b>	APCH CRS <b>226°</b>	Rwy Idg TDZE Arpt Elev	<b>8000</b> <b>446</b> <b>469</b>
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JAL-631 [USAF]

FORT SMITH REGIONAL (KFSM)

**T** \* Circling NA NW Rwy 7 and 19 for CAT E.  
Circling NA for CAT E when R-2401B is active.

MALSR

FORT SMITH REGIONAL (KFSM)

ATIS ★  
126.3

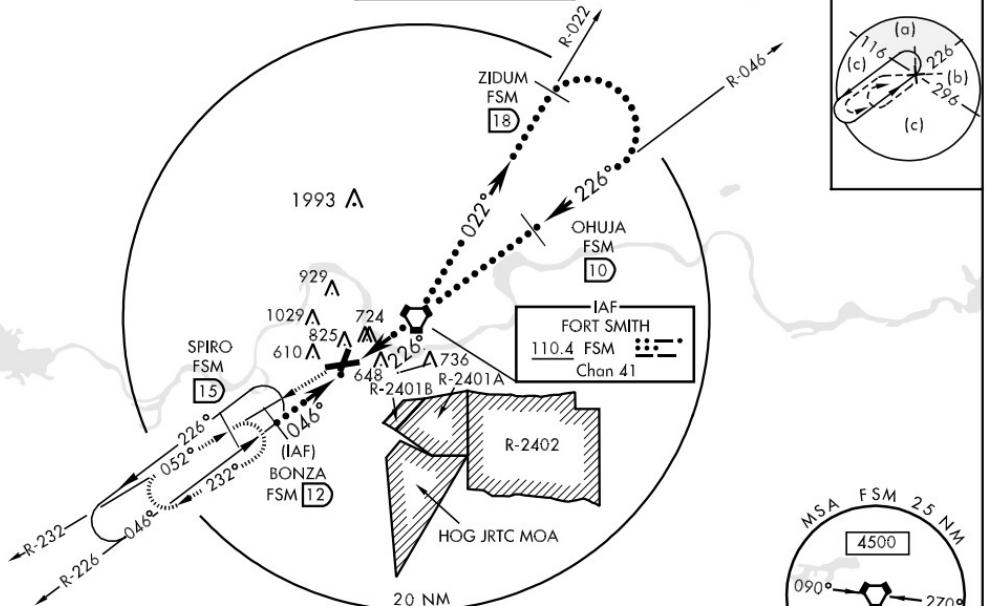
RAZORBACK APP CON  
120.9 343.75

FORT SMITH TOWER ★  
118.3 (CTAF) 323-175

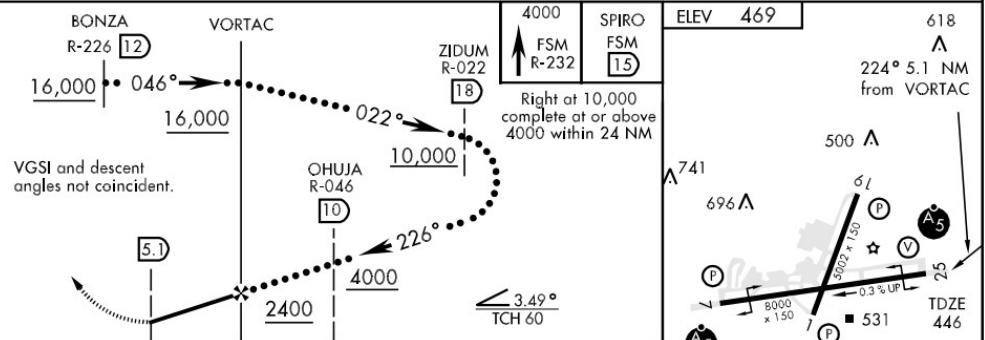
GND CON  
21 9 275 8

CLNC DEL  
133 85 278 3

ASR



EMERG SAFE ALT 100 NM 4500



5.1 NM

CATEGORY	C
S-25	980-1½ 534 (600-1½)

CIRCLING *	1140-2
	671 (700-2)

S-ASR 25      1040/50  
                  594 (600-1)

**FORT SMITH, ARKANSAS**

FORT SMITH, ARKANSAS

35°20'N-94°22'W

## FORT SMITH REGIONAL (KFSM)

Amdt 7 09183

11 / 108

TAGANROG 25

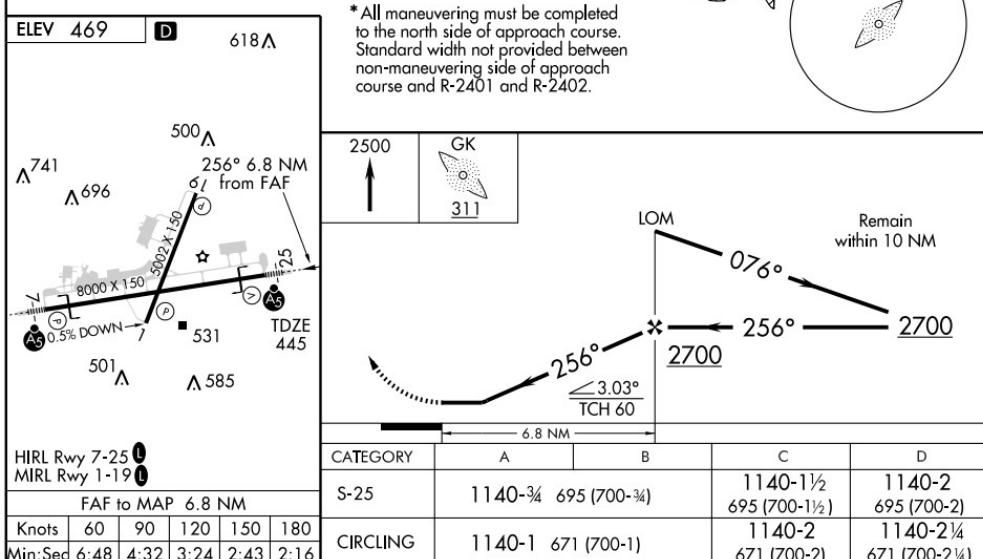
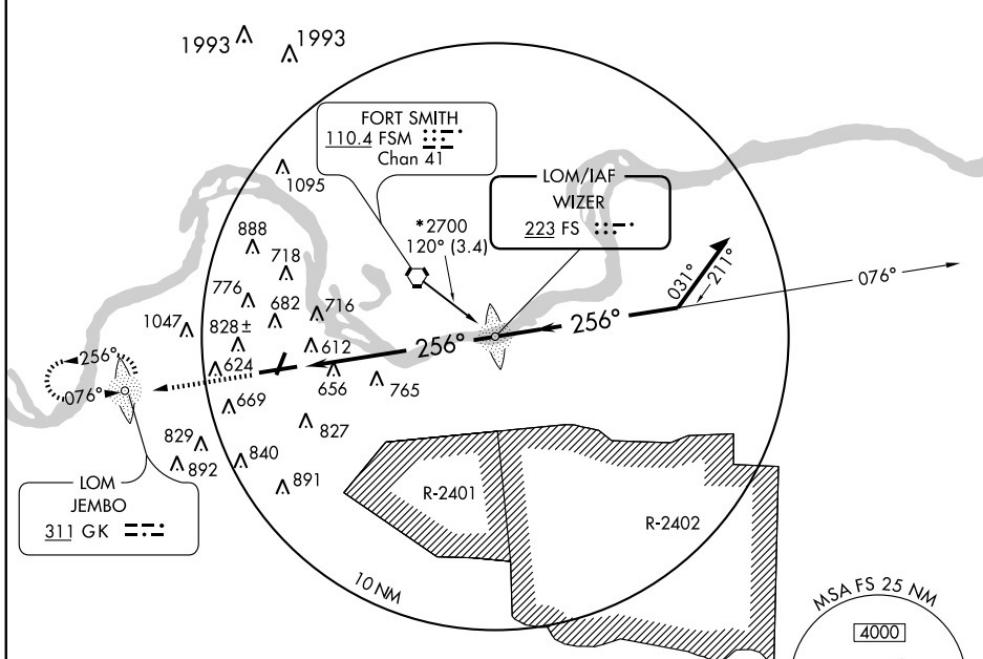




LOM FS <b>223</b>	APP CRS <b>256°</b>	Rwy Idg <b>8000</b> TDZE <b>445</b> Apt Elev <b>469</b>
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**NDB RWY 25**  
FORT SMITH RGNL (FSM)

V A ASR	Circling to Rwy 1 NA at night.	MALSR A5	MISSED APPROACH: Climb to 2500 direct GK LOM and hold.
ATIS <b>126.3</b>	RAZORBACK APP CON * <b>120.9 343.75</b>	FORT SMITH TOWER * <b>118.3 (CTAF) 323.175</b>	GND CON <b>121.9 275.8</b>



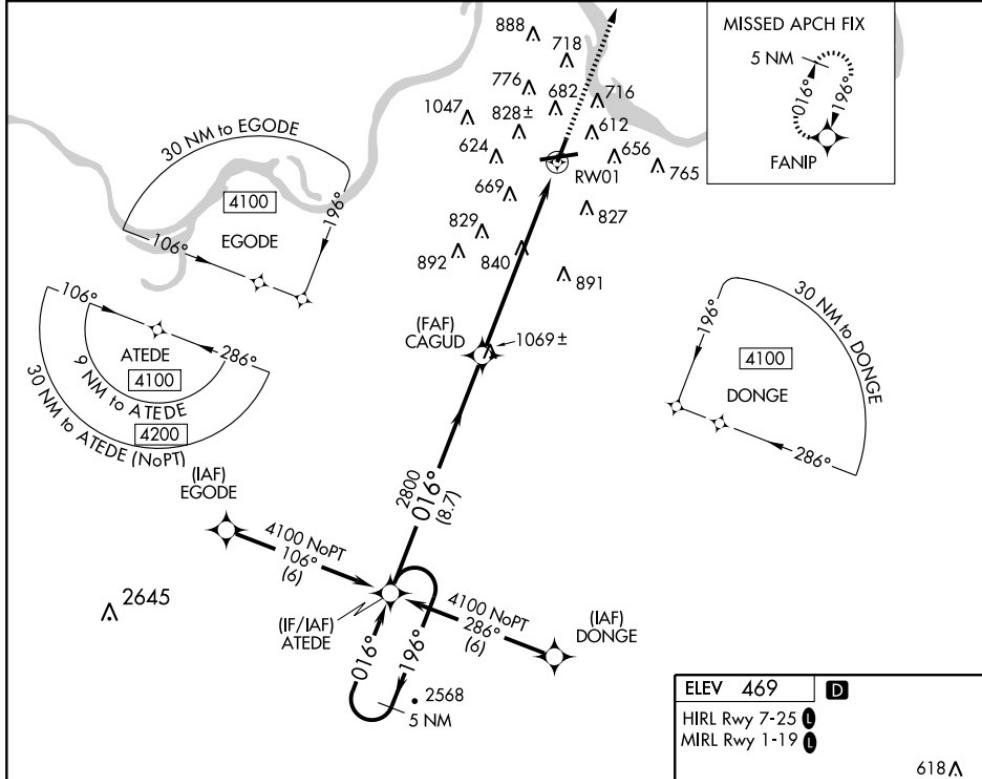
# RNAV (GPS) RWY 1 FORT SMITH RGNL (FSM)

APP CRS	Rwy Idg	<b>5002</b>
<b>016°</b>	TDZE	<b>449</b>
ASR	Apt Elev	<b>469</b>

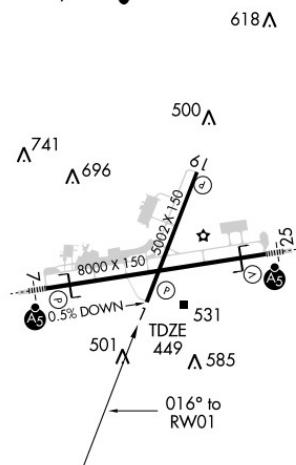
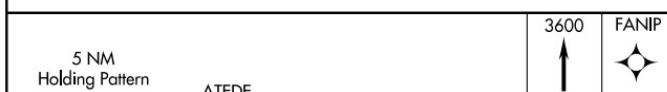
**T** If local altimeter setting not received, use Poteau altimeter setting and increase all MDAs 60 feet. Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

**MISSSED APPROACH:** Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
<b>126.3</b>	<b>120.9 343.75</b>	<b>118.3 (CTAF) 323.175</b>	<b>121.9 275.8</b>	<b>133.85 278.3</b>	<b>122.95</b>



ELEV 469 D  
HIRL Rwy 7-25 L  
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 711 (700-1)	1160-2 711 (700-2)	1160-2 1/4 711 (700-2 1/4)	
CIRCLING	1160-1 691 (700-1)	1160-2 691 (700-2)	1160-2 1/4 691 (700-2 1/4)	

# RNAV (GPS) RWY 7

## FORT SMITH RGNL (FSM)

APP CRS  
**076°**  
Rwy Idg **8000**  
TDZE **469**  
Apt Elev **469**

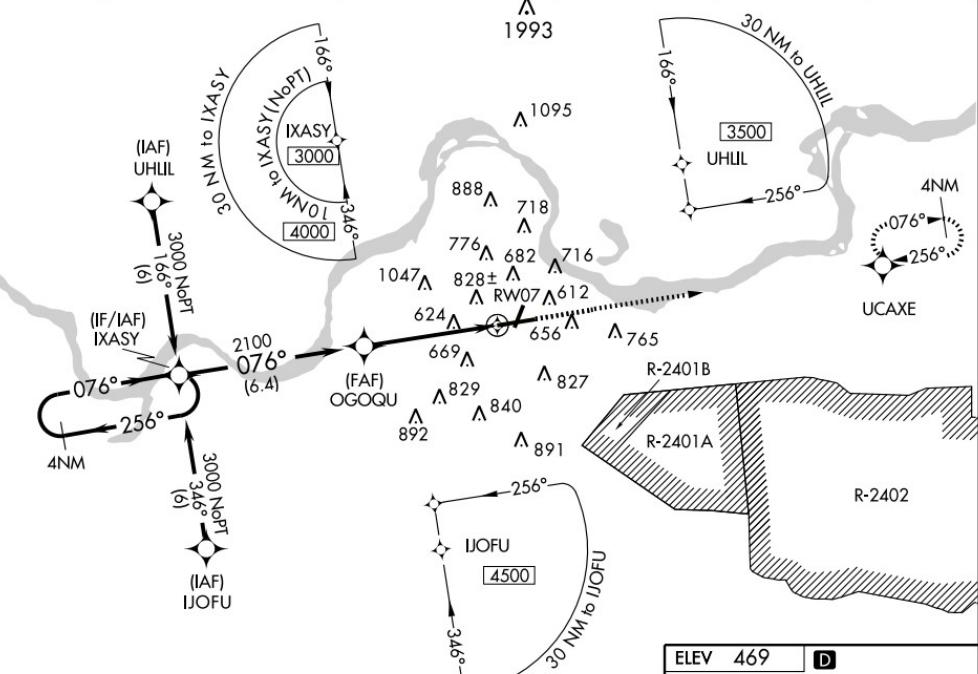
Circling not authorized NW of Rwy 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile. Circling Cat E NA when R-2401B active.

MALS R



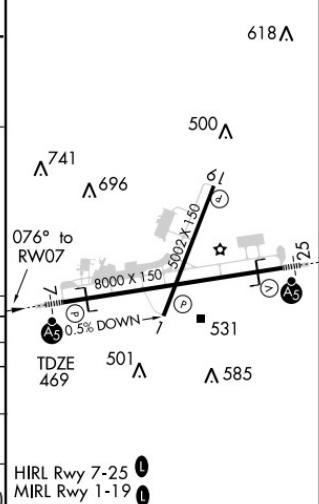
MISSSED APPROACH: Climb to 3000 direct UCAXE and hold.

ATIS <b>126.3</b>	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON <b>121.9 275.8</b>	CLNC DEL <b>133.85 278.3</b>	UNICOM <b>122.95</b>
120.9 343.75	118.3 (CTAF) 0 323.175				



ELEV 469 D

SC-117 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D	E
GLS DA			NA		
LNAV/ VNAV DA	1085-1½ 616 (700-1½)				
LNAV MDA	1140-½ 671 (700-½)	1140-½ 671 (700-½)	1140-1¾ 671 (700-1¾)	1140-2 671 (700-2)	
CIRCLING	1140-1 671 (700-1)	1140-2 671 (700-2)	1140-2½ 671 (700-2½)	1200-2½ 731 (800-2½)	

**RNAV (GPS) RWY 25**  
FORT SMITH RGNL (FSM)

FORT SMITH RGNL (FSM)

APP CRS      Rwy Idg      8000  
256°           TDZE      446  
                Apt Elev      469

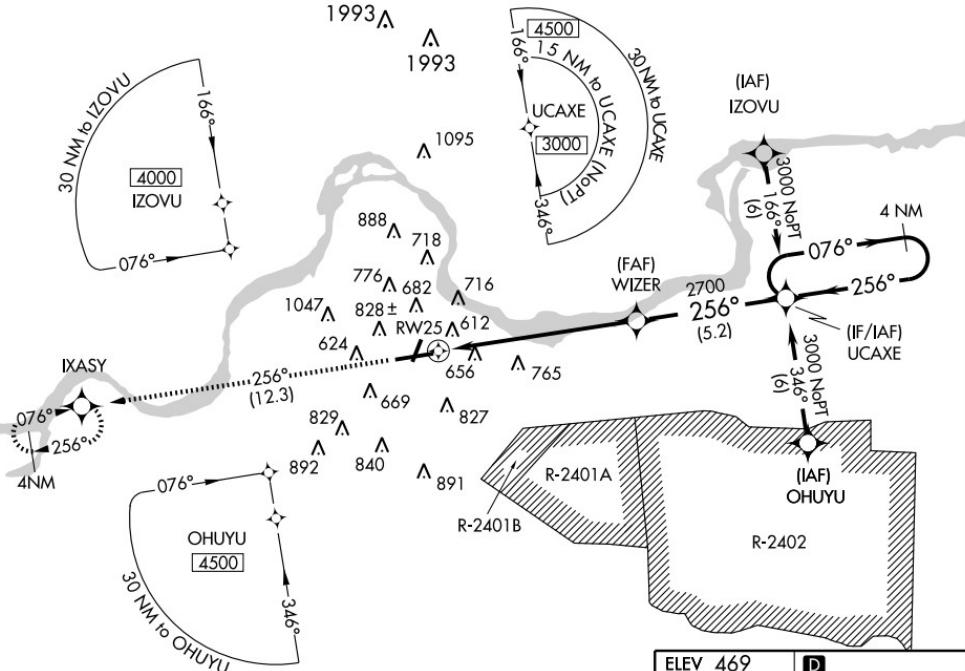
**T** Circling not authorized NW of Rwy 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling Cat E NA when R-2401B active. When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile.  
**A NA**  
**ASR**

MALSF

A5

MISSED APPROACH: Climb to 3000 via 256° course to IXASY WP and hold.

ATIS <b>126.3</b>	RAZORBACK APP CON *	<b>120.9</b> <b>343.75</b>	FORT SMITH TOWER *	GND CON <b>118.3</b> (CTAF) <b>323.175</b>	CLNC DEL <b>121.9</b> <b>275.8</b>	UNICOM <b>133.85</b> <b>278.3</b>
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ELEV 469 D

618 A

3000  
IXASY  
256° CRS

4NM  
Holding Pattern

The diagram illustrates the WIZER sector with the following key features:

- RW25:** A runway oriented at approximately 256°.
- RW25\*:** A secondary runway located to the left of RW25, oriented at approximately 2700°.
- GS 3.00°:** Ground Speed limit of 3.00 degrees per minute.
- TCH 60:** Turn Change limit of 60 minutes.
- \*1.4 NM to RW25:** A note indicating a distance of 1.4 NM from the current position to RW25.
- 256°:** The heading of RW25.
- 2700:** The heading of RW25\*.
- 3000:** The heading of the adjacent runway.

The diagram illustrates a runway environment with several key features and aircraft positions:

- Aircraft Positions:** A5 (at 500 ft), A741 (at 696 ft), A585 (at 501 ft), A531 (at 500 X 150 ft), A5 (at 531 ft), and A5 (at 256° to RW25).
- Runway and Ground Markings:** Runway 25, taxiways X150 and Y150, a star-shaped intersection, and a 0.5% down gradient indicator.
- Other Labels:** TDZE 446, 500 ft, 256° to RW25, 500 X 150 ft, 501 ft, 585 ft, 531 ft, 696 ft, 741 ft, and 25 ft.

SC-1. 17 DEC 2009 to 14 JAN 2010

CATEGORY	A	B	C	D	E
GLS DA			NA		
LNAV/ VNAV DA			960/60 514 (500-1½)		
LNAV MDA	960/24 514 (500-½)		960/50 514 (500-1)	960/60 514 (500-1½)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2½ 671 (700-2½)	1200-2½ 731 (800-2½)

## VOR/DME or TACAN RWY 7

FORT SMITH RGNL (FSM)

VORTAC FSM 110.4 Chan 41	APP CRS 053°	Rwy Idg 8000 TDZE 469 Apt Elev 469
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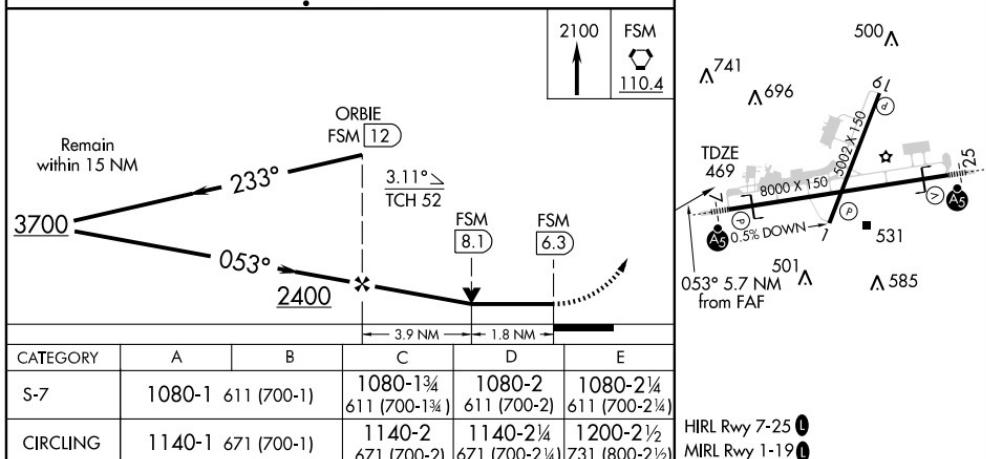
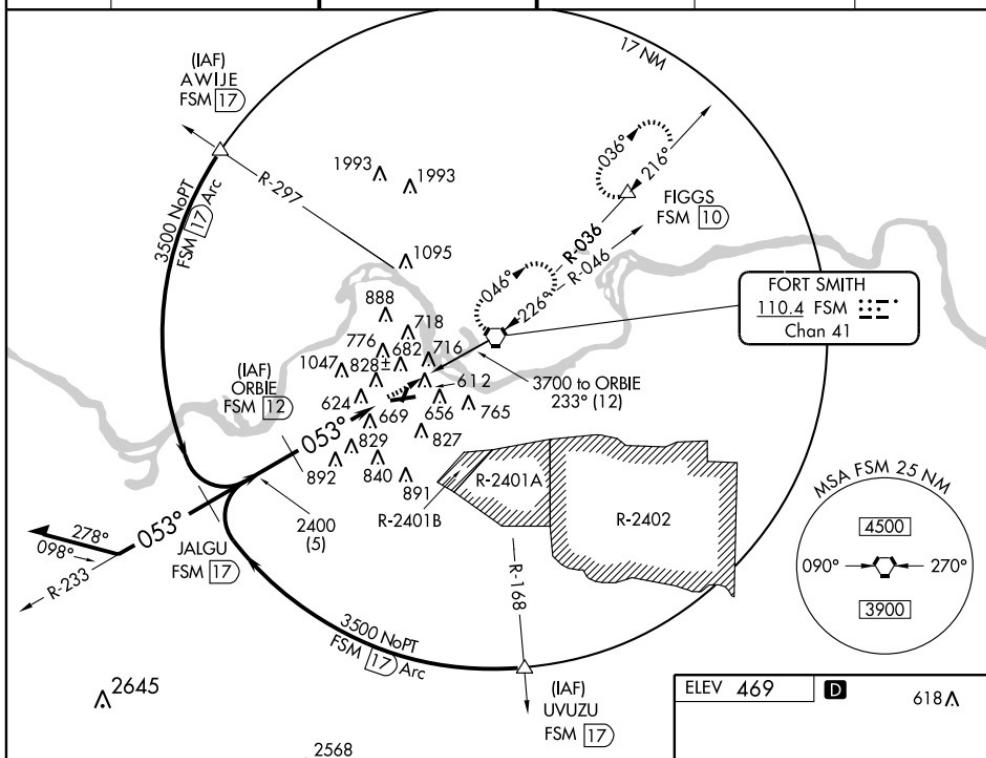
**T** Inoperative table does not apply. Circling not authorized NW of Rwy 7 and 19 for Cat E.  
**A** Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

MALSR



MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

ATIS 126.3	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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FORT SMITH, ARKANSAS

AL-631 (FAA)

VORTAC FSM 110.4 Chan 41	APP CRS 224°	Rwy Idg 8000 TDZE 445 Apt Elev 469
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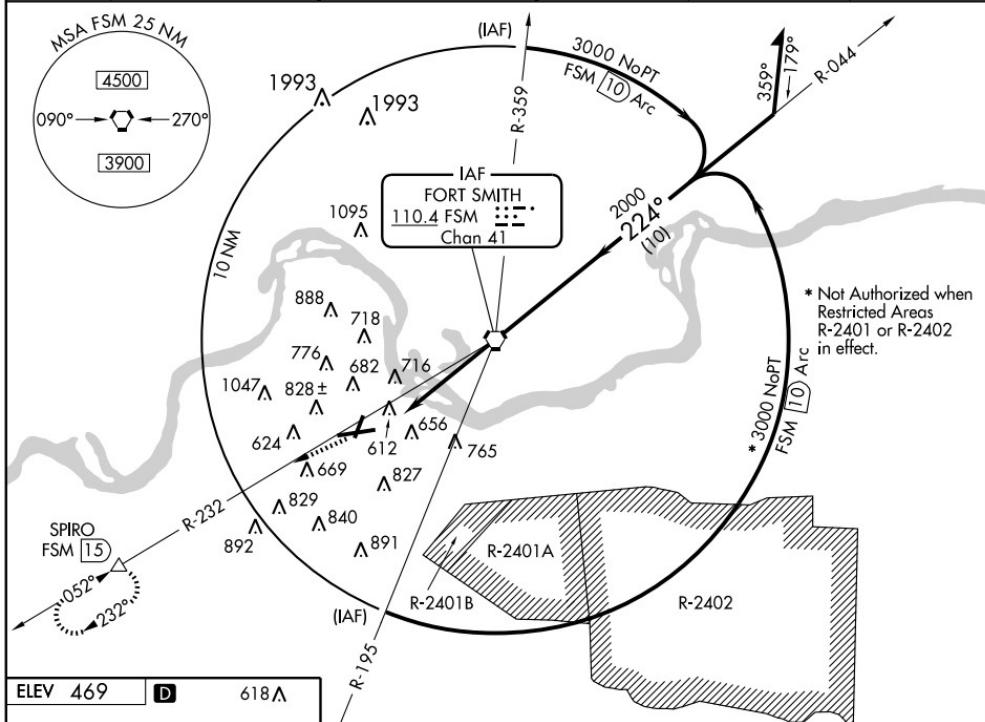
# VOR or TACAN RWY 25

## FORT SMITH RGNL (FSM)

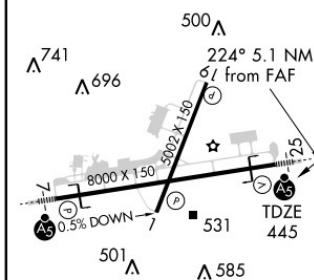
**NOTES:**  
**■** Inoperative table does not apply. Circling NA NW of  
**▲** Rwy 7 and 19 for Cat E. Circling to Rwy 1 NA at  
 night. Circling Cat E NA when R-2401B active.  
**MALSR**  
**A5**

**MISSSED APPROACH:** Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

ATIS 126.3	RAZORBACK APP CON* 120.9 343.75	FORT SMITH TOWER *	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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ELEV 469 D 618 A

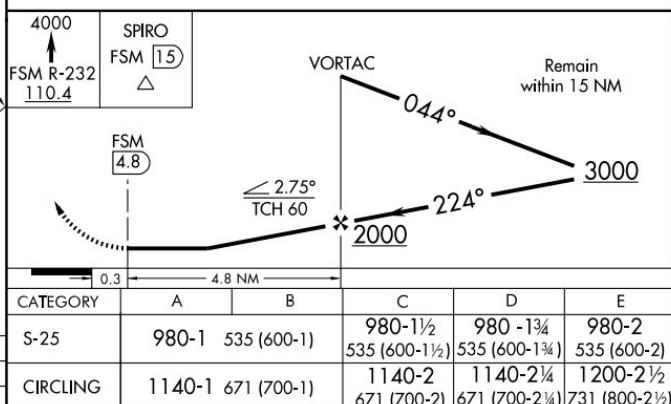


FAF to MAP 4.8 NM

Knots 60 90 120 150 180

Min:Sec 4:48 3:12 2:24 1:55 1:36

DME REQUIRED



HARRISON, ARKANSAS

AL-5135 (FAA)

## ILS RWY 36

HARRISON/BOONE COUNTY (HRO)

LOC/DME I-HRO	APP CRS	Rwy Idg	<b>6161</b>
<b>111.7</b>	<b>359°</b>	TDZE	<b>1351</b>
Chan 54		Apt Elev	<b>1365</b>

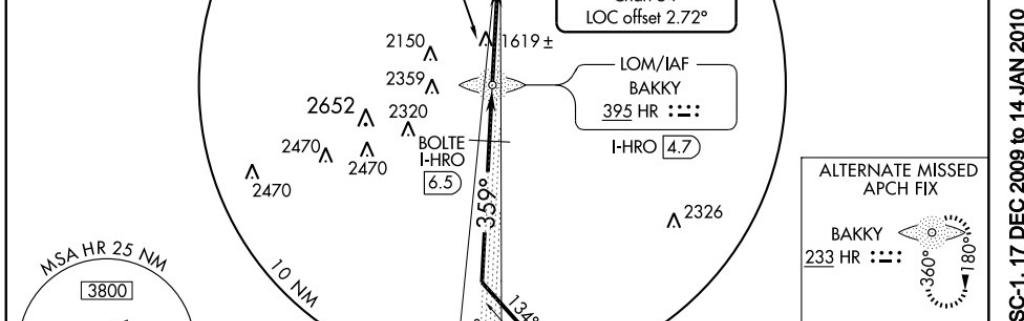
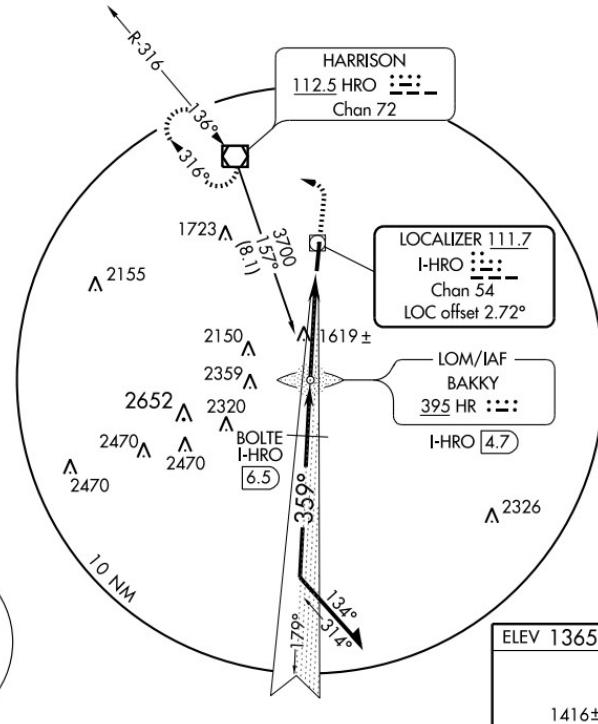
▼  
▲ NA



MISSSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.

ASOS  
**121.125**MEMPHIS CENTER  
**126.85 281.55**UNICOM  
**123.0 (CTAF)**

## ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 36		1601-1½ 250 (300-½)		
S-LOC 36	1880-½ 529 (600-½)	1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)	
CIRCLING	1880-1 515 (600-1)	1880-1½ 515 (600-1½)	1920-2 555 (600-2)	

HARRISON, ARKANSAS

AL-5135 (FAA)

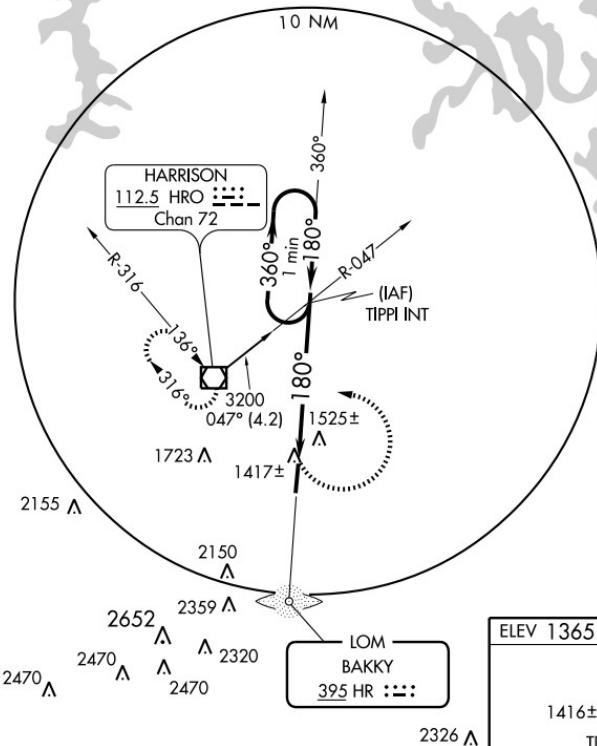
LOM HR <b>233</b>	APP CRS <b>180°</b>	Rwy Idg <b>6161</b> TDZE <b>1363</b> Apt Elev <b>1365</b>
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**NDB RWY 18**

HARRISON/BOONE COUNTY (HRO)

T  
A NA

MISSIED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.

ASOS  
**121.125**MEMPHIS CENTER  
**126.85 281.55**UNICOM  
**123.0 (CTAF) L**

MSA HR 25 NM



3500	HRO
	112.5

ELEV 1365

1416± A 81 TDZE 1363

1466 6161 X 150 A1405

1425± A 36 HIRL Rwy 18-36 L REIL Rwy 18 L

A5

36 HIRL Rwy 18-36 L REIL Rwy 18 L

FAF to MAP 5.6 NM

Knots 60 90 120 150 180

Min:Sec 5:36 3:44 2:48 2:14 1:52

CATEGORY	A	B	C	D
S-18	1740-1 375 (400-1)			1740-1½ 375 (400-1½)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

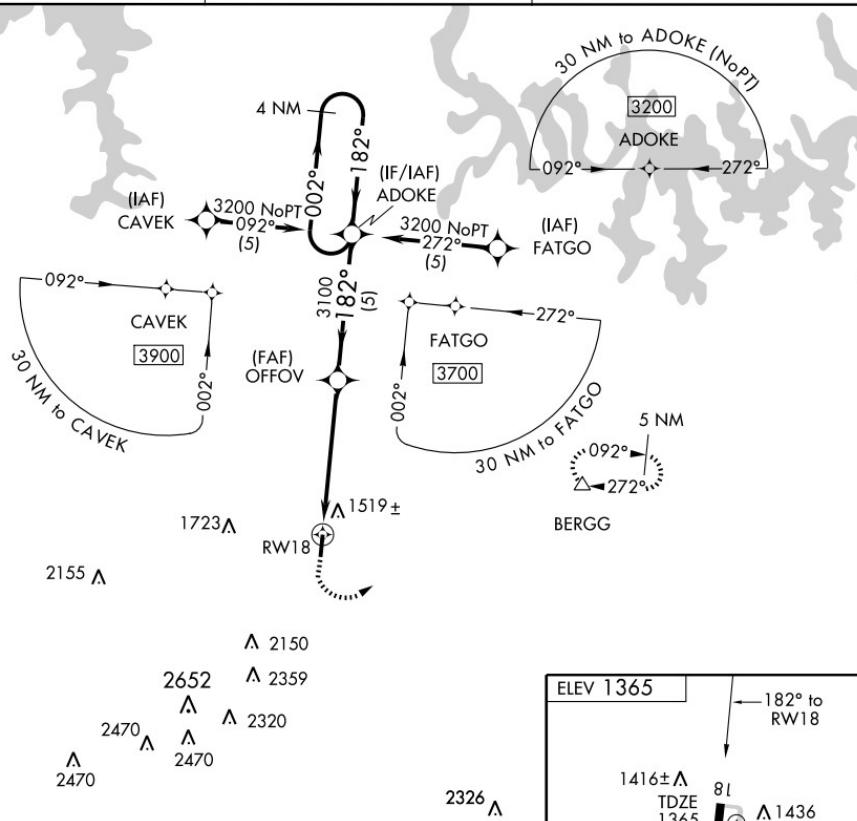
SC-117 DEC 2009 to 14 JAN 2010

APP CRS <b>182°</b>	Rwy Idg <b>6161</b> TDZE <b>1365</b> Apt Elev <b>1365</b>
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# RNAV (GPS) RWY 18

HARRISON/BOONE COUNTY (HRO)

<b>T</b> GPS or RNP-0.3 required. DME/DME RNP -0.3 NA. <b>A</b> NA		MISSIED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.
ASOS <b>121.125</b>	MEMPHIS CENTER <b>126.85 281.55</b>	UNICOM <b>123.0 (CTAF)</b>



CATEGORY	A	B	C	D
LNAV MDA	1720-1 355 (400-1)			1720-1½ 355 (400-1½)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

# RNAV (GPS) RWY 36

## HARRISON/BOONE COUNTY (HRO)

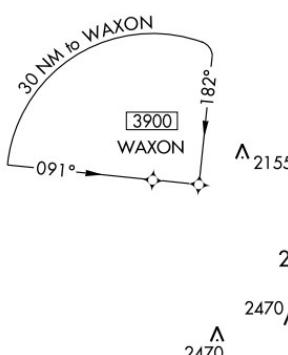
WAAS CH 93711 W36A	APP CRS 002°	Rwy ldg 6161 TDZE 1351 Apt Elev 1365
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cats visibility  $\frac{1}{2}$  mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to  $\frac{1}{4}$ .

MALSR:  
A5 Climb to 3200 direct ADOKE and hold.

ASOS  
121.125MEMPHIS CENTER  
126.85 281.55UNICOM  
123.0 (CTAF)

MISSSED APCH FIX



1723 A

1619± A

2150 A

2359 A

2652 A

2470 A

2470 A

2320 A

(FAF) ERAKE

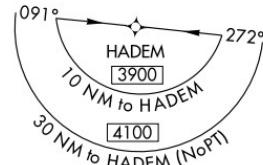
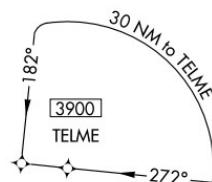
3200 002° (6.1)

3900 NoPT 091° (5)

(IF/IAF) HADEM

3900 NoPT 272° (5)

002° 182° 4 NM

ELEV 1365 HIRL Rwy 18-36 L  
REIL Rwy 18 L

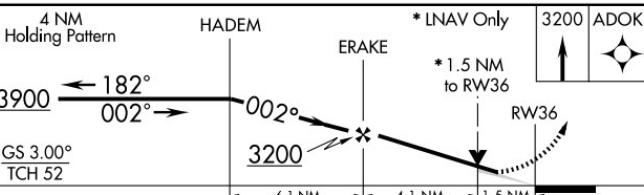
1416± A 8L

1466 A 1405

6161 X 150 A 1425± A V 36

TDZE 1351

002° to RW36



CATEGORY	A	B	C	D
LPV DA	1601-1/2	250 (300-1/2)		
LNAV/ VNAV DA	1815-1	464 (500-1)		
LNAV MDA	1880-1/2 529 (600-1/2)	1880-1 529 (600-1)	1880-1 1/4 529 (600-1 1/4)	
CIRCLING	1880-1 515 (600-1)	1880-1 1/2 515 (600-1 1/2)	1920-2 555 (600-2)	

HARRISON, ARKANSAS

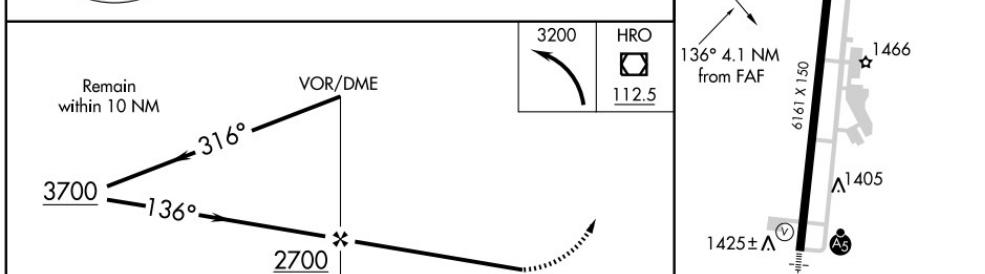
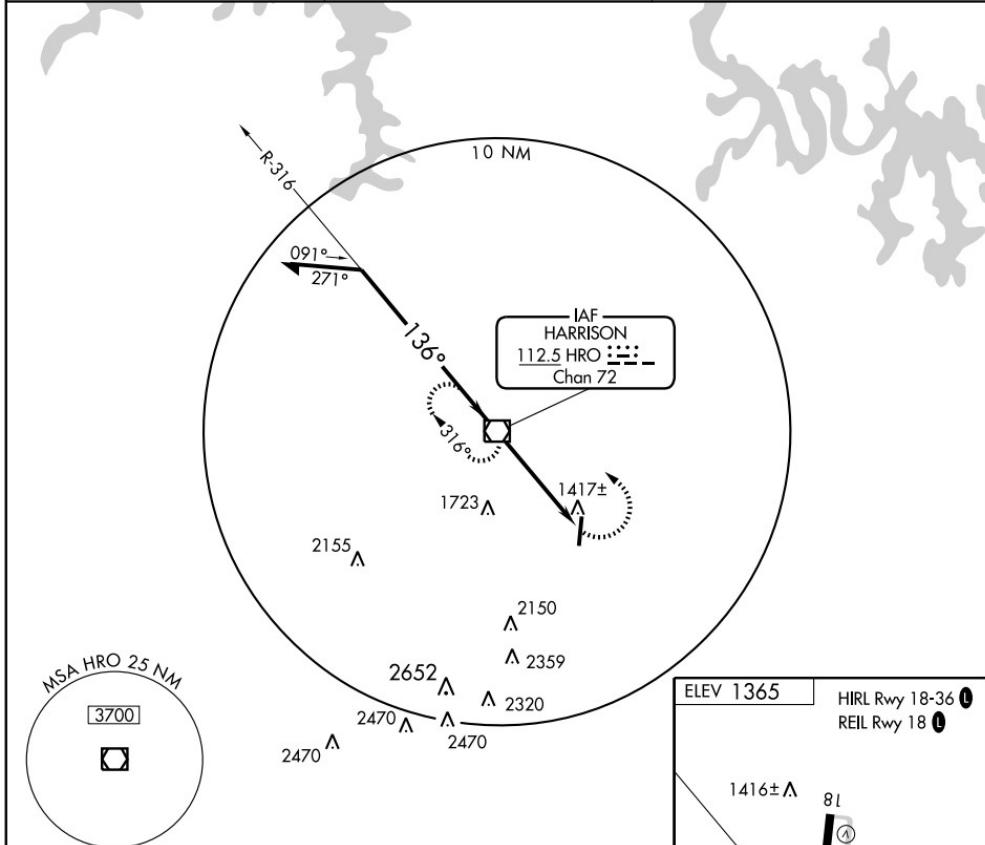
AL-5135 (FAA)

VOR-A

HARRISON/BOONE COUNTY (HRO)

VOR/DME HRO 112.5 Chan 72	APP CRS 136°	Rwy Idg TDZE Apt Elev	N/A N/A 1365
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T ANA	MISSSED APPROACH: Climbing left turn to 3200 direct HRO VOR/DME and hold.		
ASOS 121.125	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF)	0



CATEGORY	A	B	C	D	FAR to MAP 4.1 NM
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)	Knots 60 90 120 150 180 Min:Sec 4:06 2:44 2:03 1:38 1:22

# RNAV (GPS) RWY 5

HEBER SPRINGS MUNI (HBZ)

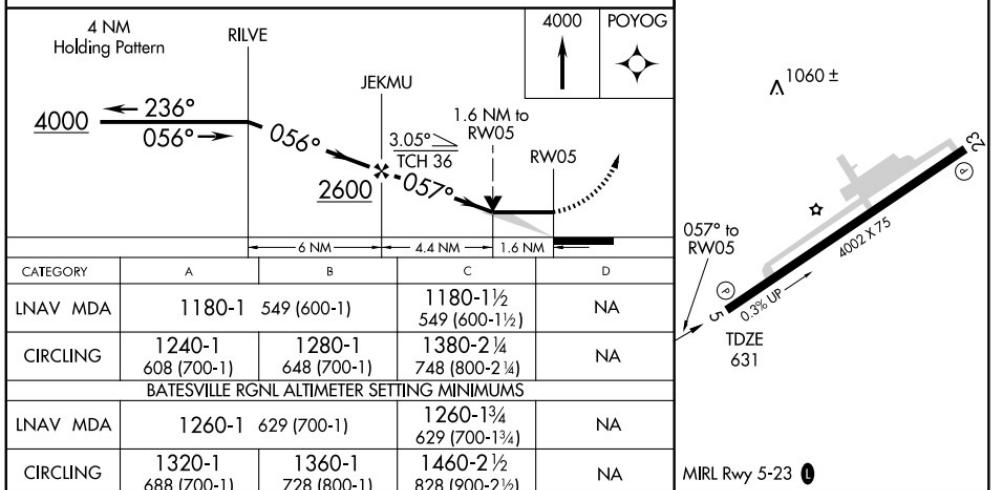
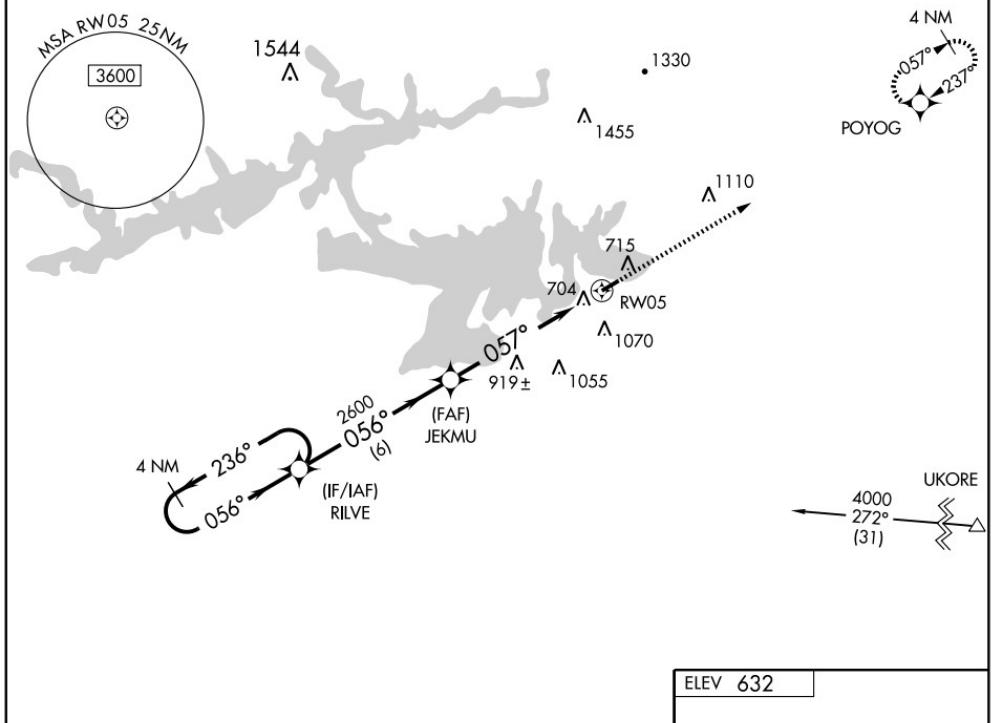
APP CRS	Rwy Idg	<b>4002</b>
	TDZE	<b>631</b>
	Apt Elev	<b>632</b>

▲ NA DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTA; when not received, use Batesville Rgnl altimeter setting.

MISSIED APPROACH: Climb to 4000 direct POYOG and hold.

MEMPHIS CENTER  
126.85 281.55

UNICOM  
122.7 (CTAF) 0



# RNAV (GPS) RWY 23

## HEBER SPRINGS MUNI (HBZ)

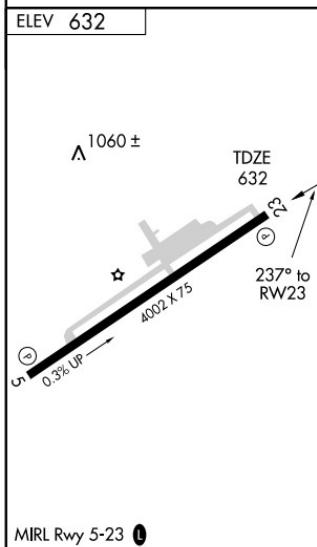
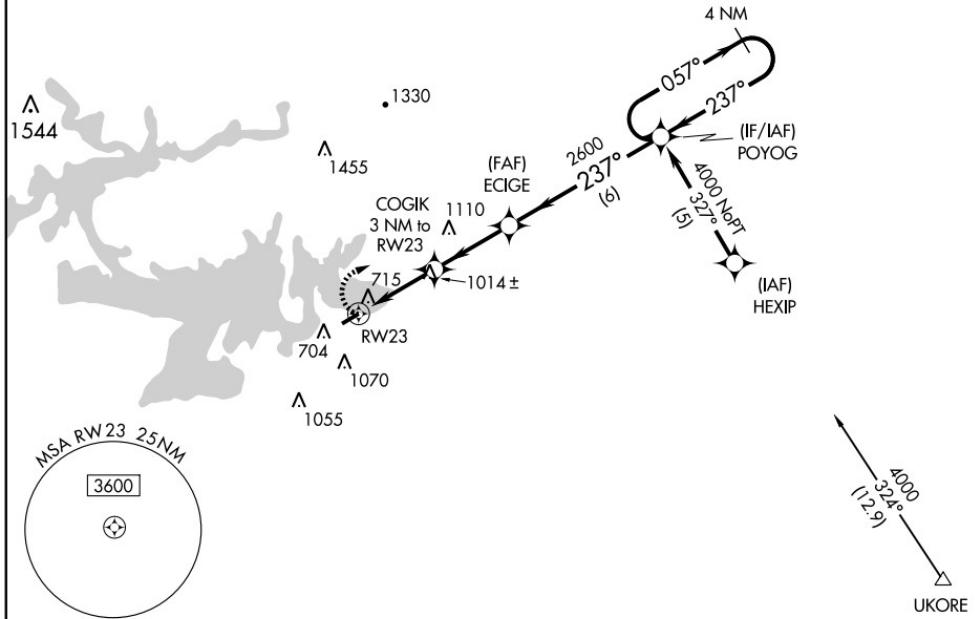
APP CRS	Rwy Idg	<b>4002</b>
	TDZE	<b>632</b>
	Apt Elev	<b>632</b>

▲ NA DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTA; when not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold.

MEMPHIS CENTER  
**126.85 281.55**

UNICOM  
**122.7 (CTAF)** ①



CATEGORY	A	B	C	D
LNAV MDA	1280-1	648 (700-1)	1280-1 1/4 648 (700-1 1/4)	NA
CIRCLING	1280-1	648 (700-1)	1380-2 1/4 748 (800-2 1/4)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1	708 (800-1)	1340-2 703 (800-2)	NA
CIRCLING	1340-1 708 (800-1)	1360-1 728 (800-1)	1460-2 1/2 828 (900-2 1/2)	NA

## RNAV (GPS) RWY 17

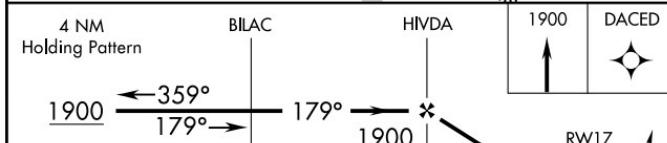
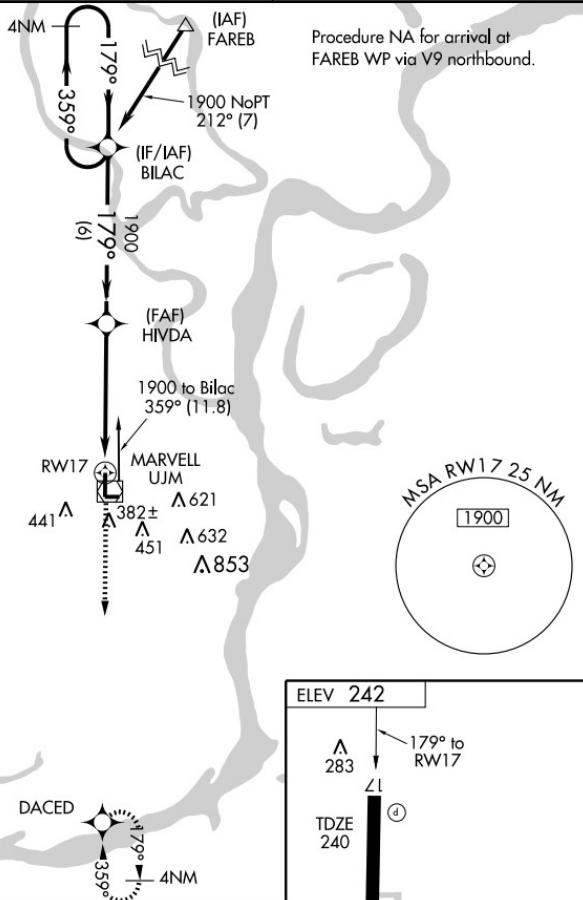
HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

APP CRS <b>179°</b>	Rwy Idg <b>5000</b> TDZE <b>240</b> Apt Elev <b>242</b>
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**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A NA** Use Clarksdale, MS altimeter setting.

MISSSED APPROACH: Climb to 1900 direct DACED WP and hold.

CLARKSDALE, MS AWOS-3 <b>120.675</b>	MEMPHIS CENTER <b>135.3 335.8</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	820-1	580 (600-1)	820-1½ 580 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA

REIL Rwy 17 and 35  
MIRL Rwy 8-26 and 17-35

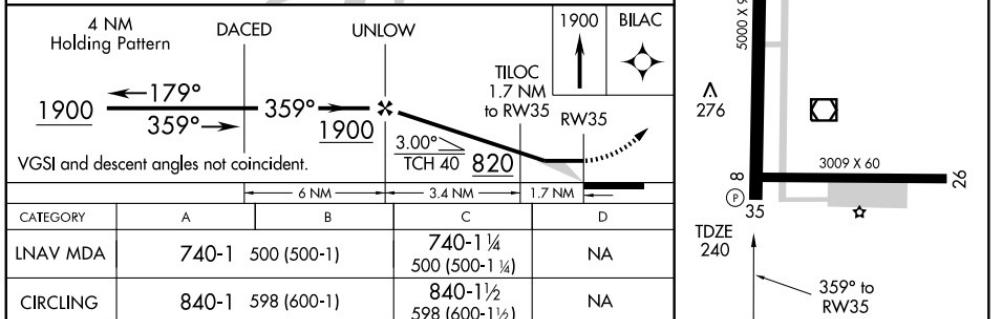
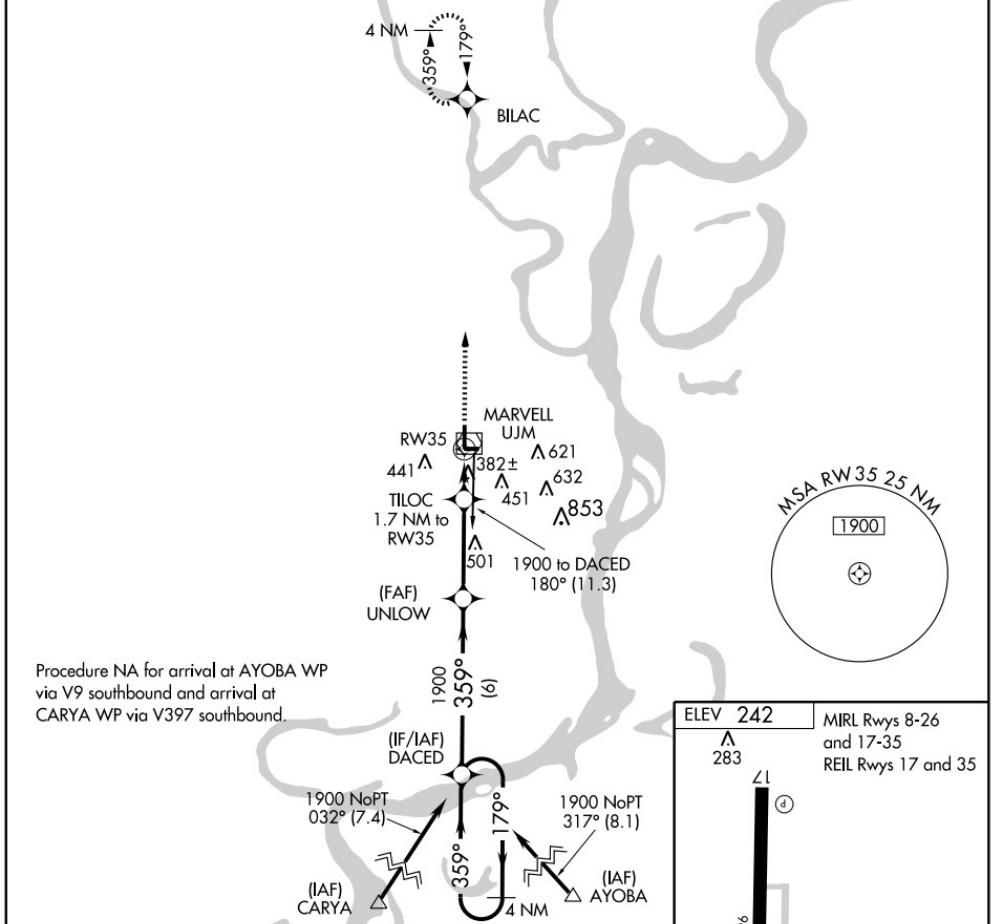
## RNAV (GPS) RWY 35

HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

APP CRS <b>359°</b>	Rwy Idg <b>5000</b> TDZE <b>240</b> Apt Elev <b>242</b>
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**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**▲ NA** Use Clarksdale, MS altimeter setting.

MISSSED APPROACH: Climb to 1900 direct BILAC WP and hold.

CLARKSDALE, MS AWOS-3  
**120.675**MEMPHIS CENTER  
**135.3 335.8**UNICOM  
**122.8 (CTAF)**

## VOR RWY 17

HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

VOR/DME UJM  
**109.6**  
Chan 33

APP CRS  
**171°**

Rwy Idg **5000**  
TDZE **240**  
Apt Elev **242**

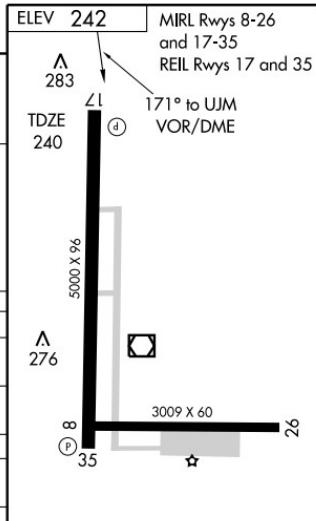
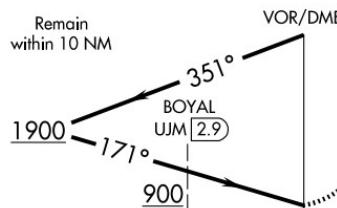
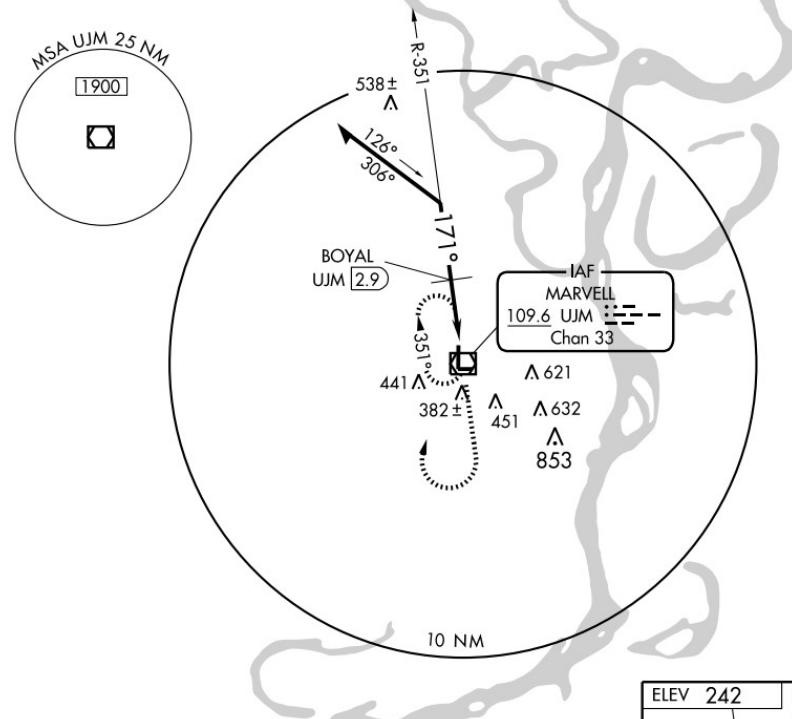
**T** Use Clarksdale, MS altimeter setting.  
**A NA** Circling to Rwy 8-26 NA at night.

MISSED APPROACH: Climb to 1900 then right turn direct UJM VOR/DME and hold.

CLARKSDALE, MS AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-17	900-1	660 (700-1)	900-1½ 660 (700-1½)	NA
CIRCLING	900-1	658 (700-1)	900-1½ 658 (700-1½)	NA
BOYAL FIX MINIMUMS				
S-17	800-1	560 (600-1)	800-1½ 560 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA

## VOR RWY 35

HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

VOR/DME UJM  
**109.6**  
Chan 33

APP CRS  
**013°**

Rwy Idg **5000**  
TDZE **240**  
Apt Elev **242**

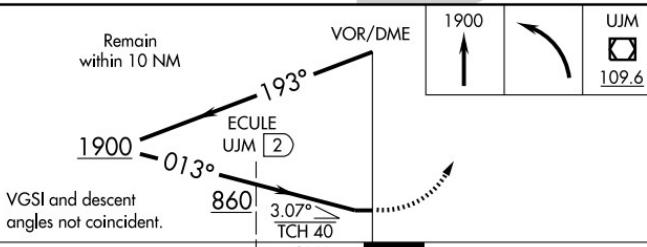
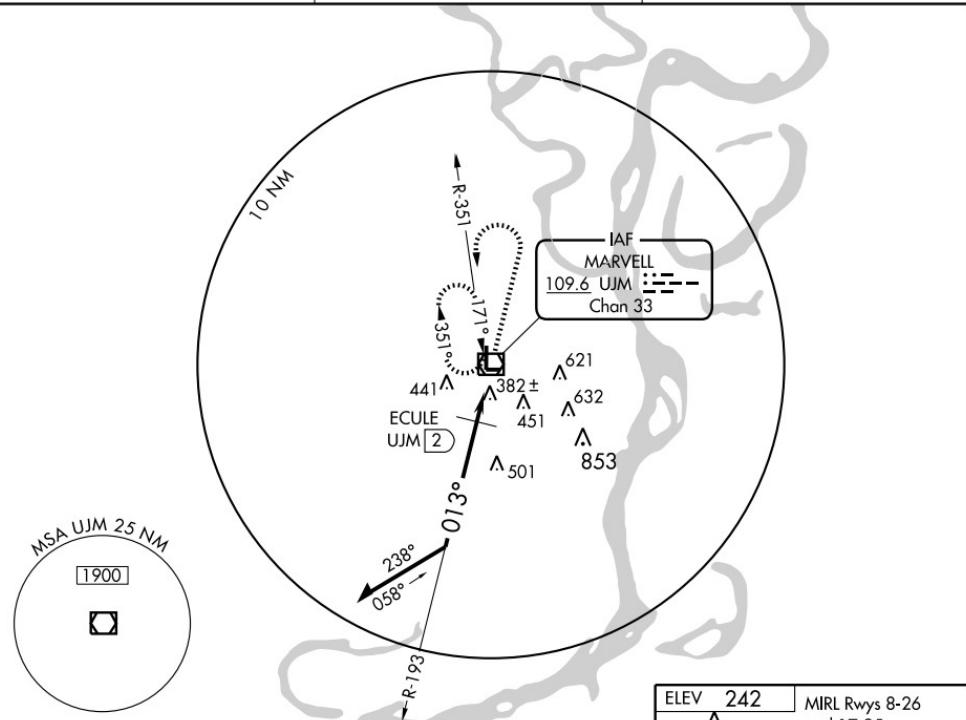
**T** Use Clarksdale, MS altimeter setting.  
**A NA** Circling to Rwy 8-26 NA at night.

MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

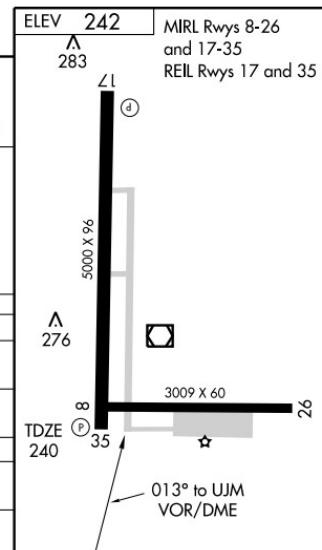
CLARKSDALE, MS AWOS-3  
**120.675**

MEMPHIS CENTER  
**135.3 335.8**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-35	860-1	620 (700-1)	860-1¾ 620 (700-1¾)	NA
CIRCLING	860-1	618 (700-1)	860-1¾ 618 (700-1¾)	NA
ECULE FIX MINIMUMS				
S-35	700-1	460 (500-1)	700-1¼ 460 (500-1¼)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



# NDB RWY 16

HOPE MUNI (M18)

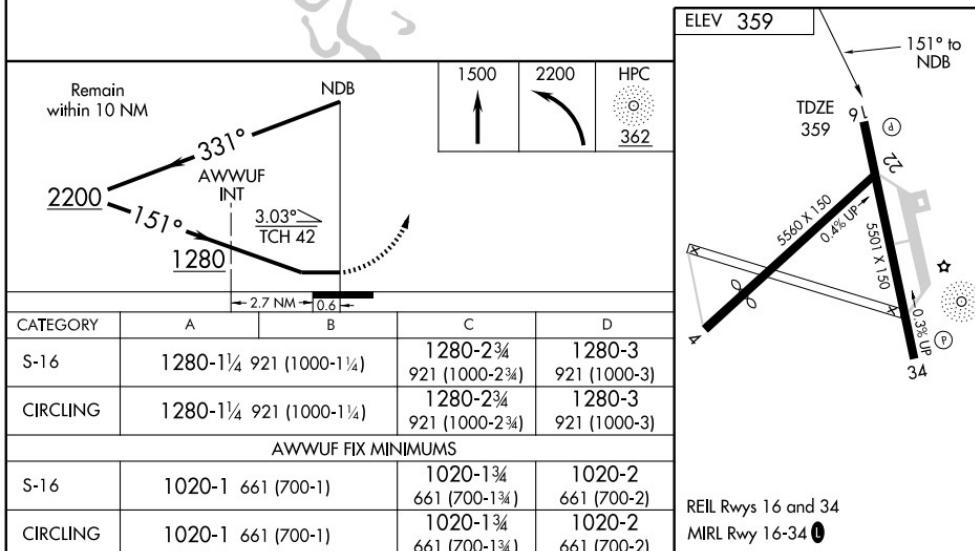
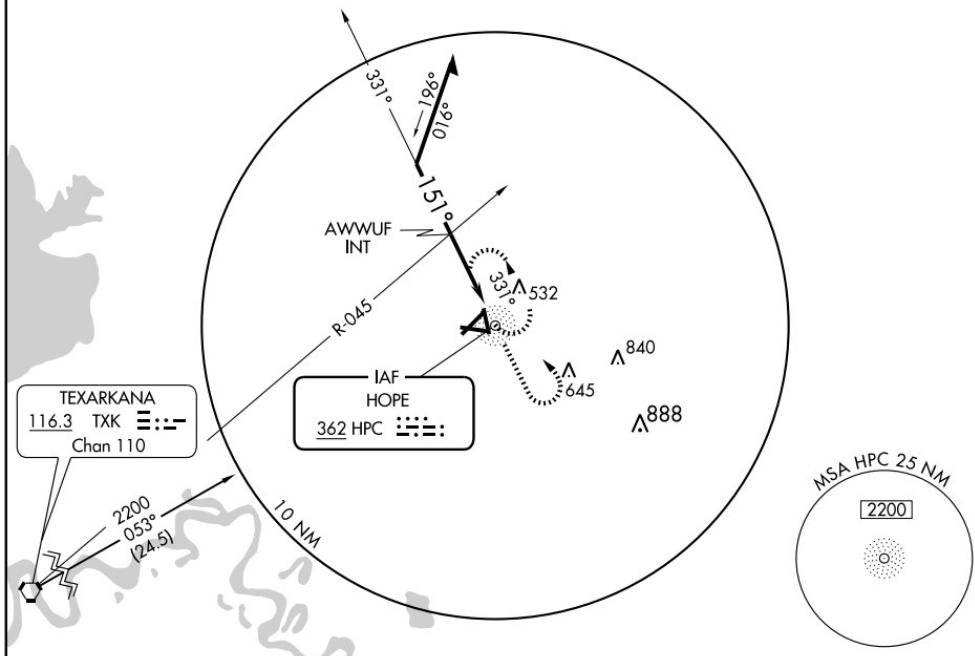
NDB HPC <b>362</b>	APP CRS <b>151°</b>	Rwy Idg <b>5501</b>
TDZE	359	Apt Elev <b>359</b>

**V** When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night.  
**NA** Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

FORT WORTH CENTER  
**123.925 269.475**

UNICOM  
**122.8 (CTAF)**



HOPE, ARKANSAS

AL-5530 (FAA)

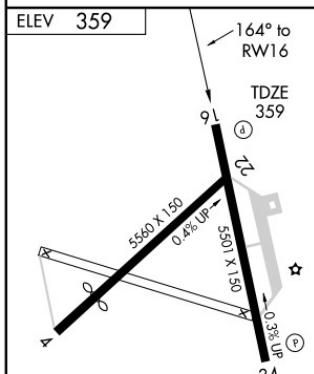
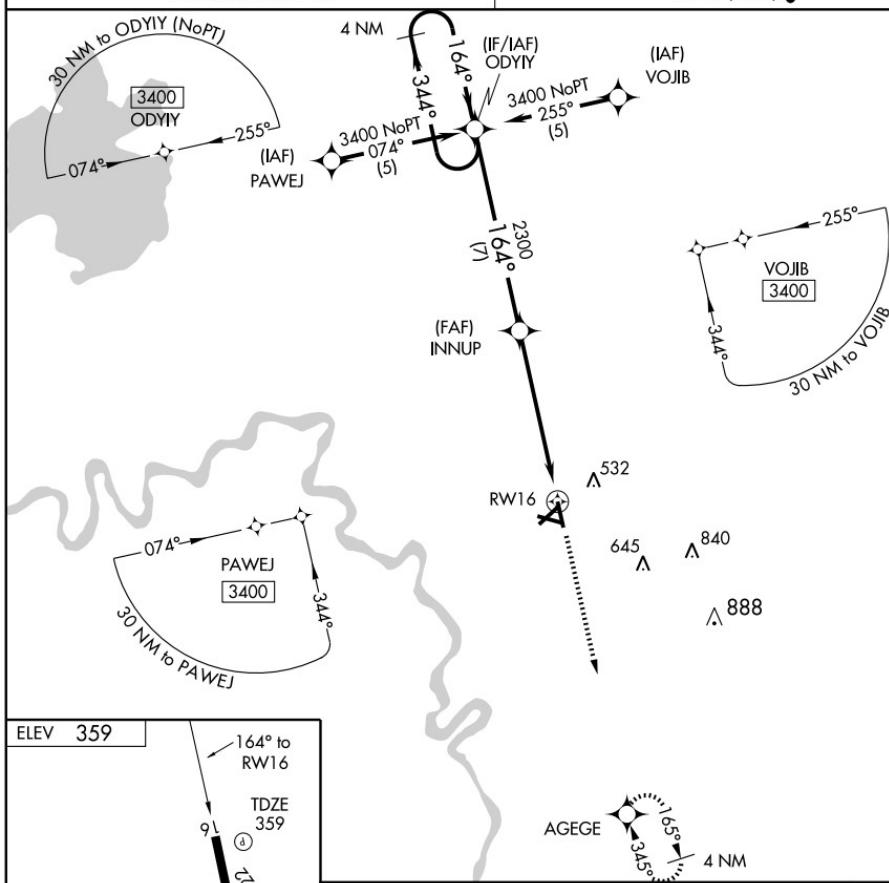
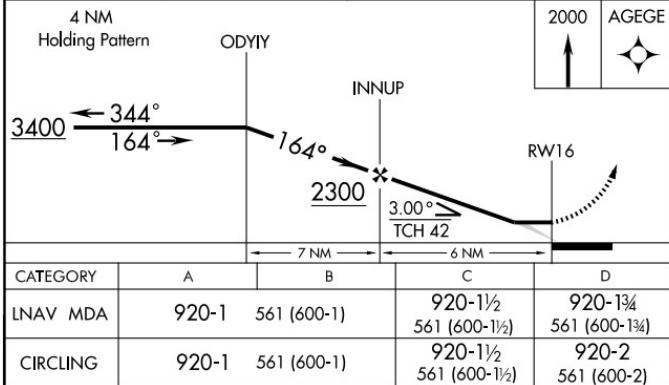
# RNAV (GPS) RWY 16

HOPE MUNI (M18)

APP CRS  
164°Rwy Idg 5501  
TDZE 359  
Apt Elev 359

**▲ NA** Use Texarkana altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 2000 direct AGEGE and hold.

FORT WORTH CENTER  
123.925 269.475UNICOM  
122.8 (CTAF) 0MIRL Rwy 16-34 0  
REIL Rwy 16 and 34

LOC I-HOT	APP CRS	Rwy Idg	6595
<b>111.5</b>	<b>050°</b>	TDZE	<b>515</b>
Chan 52		Apt Elev	<b>540</b>

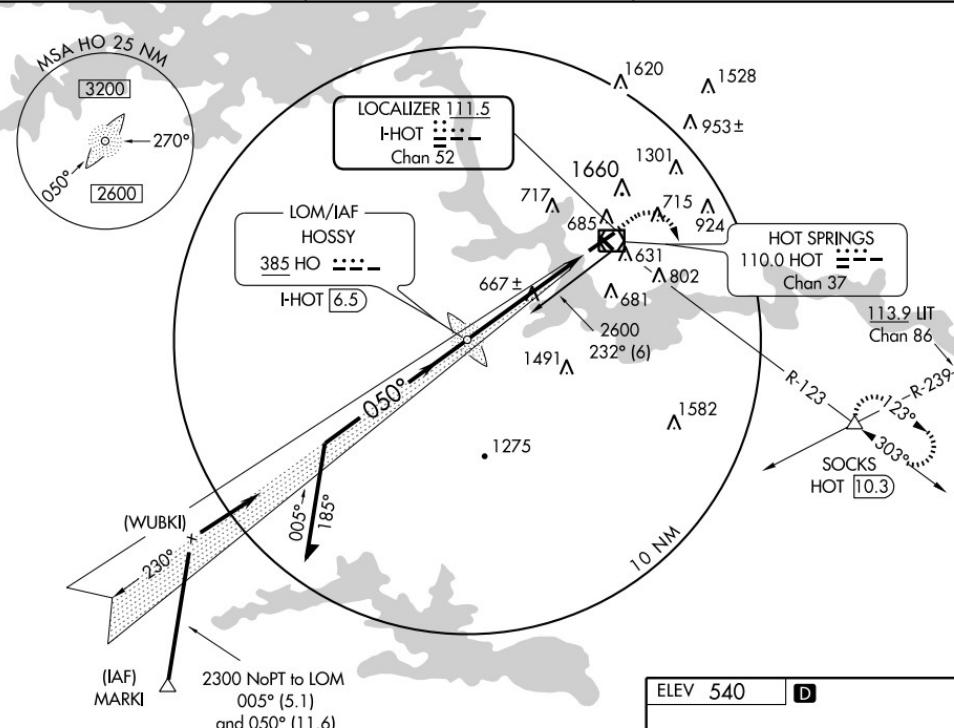
**ILS or LOC RWY 5**

HOT SPRINGS/ MEMORIAL FIELD (HOT)

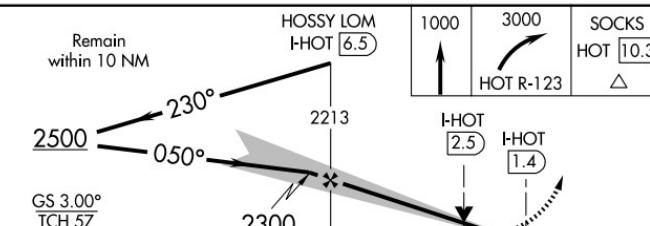
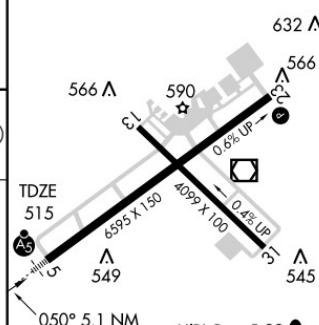
**T** Circling not authorized northwest of Rwy 5-23.  
**NA** Use I-HOT DME when on localizer course.



MISSSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS  
119.925MEMPHIS CENTER  
128.475 377.15UNICOM  
123.0 (CTAF)

ELEV 540 D



CATEGORY	A	B	C	D
S-ILS 5		715-½	200 (200-½)	
S-LOC 5	940-½	425 (500-½)	940-¾	425 (500-¾)
CIRCLING	1060-1	520 (600-1)	1060-1½	1120-2

FAF to MAP 5.1 NM

Knots 60 90 120 150 180

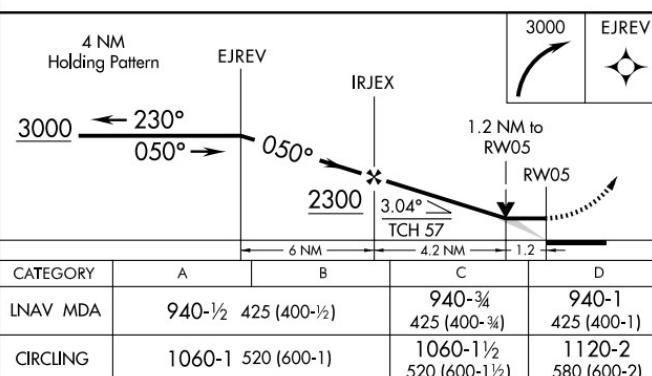
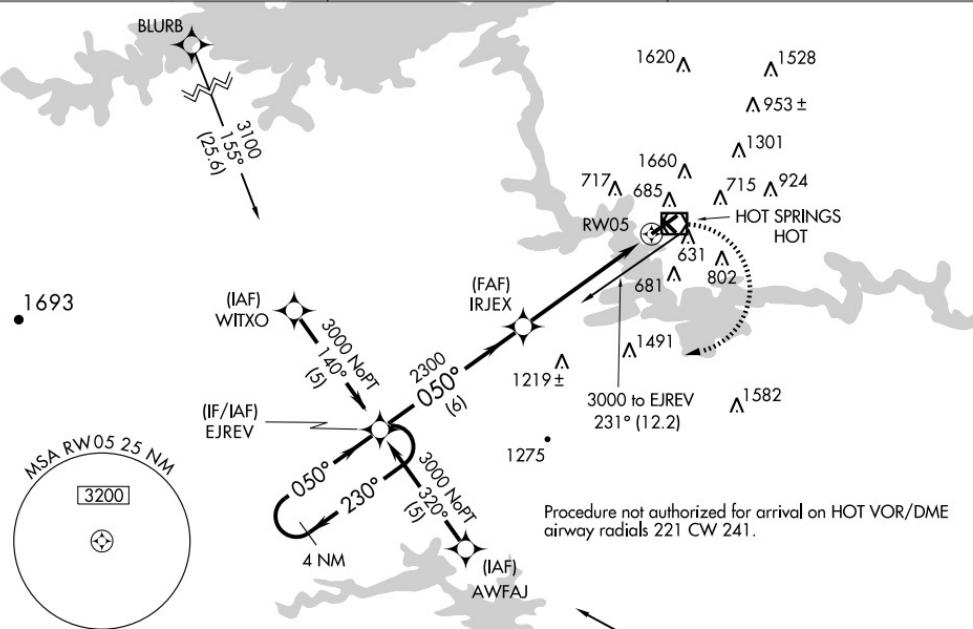
Min:Sec 5:06 3:24 2:33 2:02 1:42

APP CRS <b>050°</b>	Rwy Idg <b>6595</b>
TDZE <b>515</b>	Apt Elev <b>540</b>

**RNAV (GPS) RWY 5**

HOT SPRINGS /MEMORIAL FIELD (HOT)

<b>T</b>	DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALS, increase LNAV Cat D visibility to 1 1/4 mile.	MALSR A5	MISSIED APPROACH: Climbing right turn to 3000 direct EJREV WP and hold.
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ASOS  
**119.925**MEMPHIS CENTER  
**128.475 377.15**UNICOM  
**123.0 (CTAF)**

## VOR RWY 5

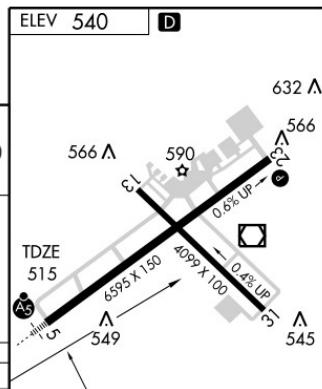
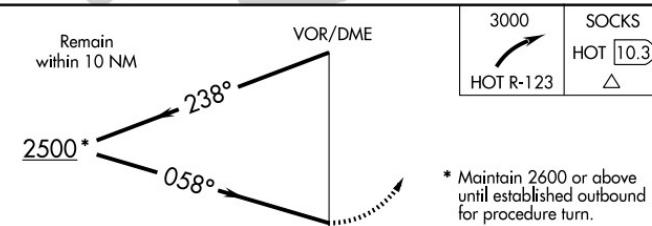
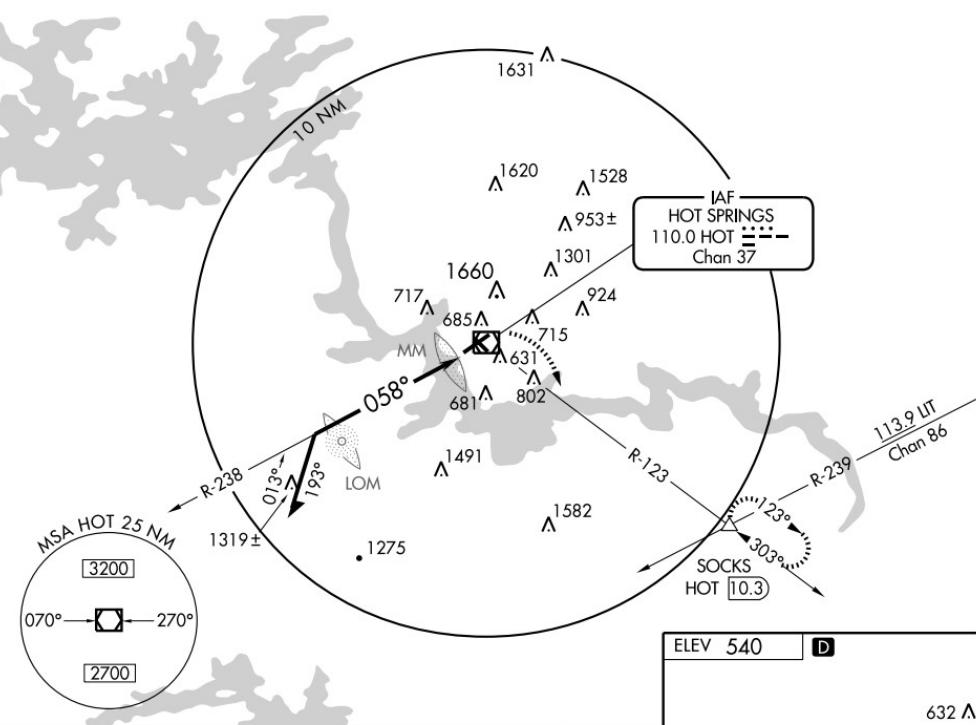
HOT SPRINGS/ MEMORIAL FIELD (HOT)

VOR/DME HOT 110.0 Chan 37	APP CRS 058°	Rwy Idg 6595 TDZE 515 Apt Elev 540
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▼ Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting.  
 ▲ Inoperative table does not apply to Cat. A. For inoperative MALSR, increase S-5 Cat. B visibility to 1 1/2.

MALSR  
A5

MISSSED APPROACH: Climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS  
119.925MEMPHIS CENTER  
128.475 377.15UNICOM  
123.0 (CTAF) 0

CATEGORY	A	B	C	D
S-5	1620-1 1/4	1105 (1100-1 1/4)	1620-2 1/2	1105 (1100-2 1/2)
CIRCLING	1620-1 1/4	1620-1 1/2	1620-3	1080 (1100-3)

## LITTLE ROCK ALTIMETER SETTING MINIMUMS

S-5	1780-1 1/4	1265 (1300-1 1/4)	1780-2 1/2	1265 (1300-2 1/2)
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CIRCLING	1780-1 1/4	1780-1 1/2	1780-3	1240 (1300-3)
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VOR/DME HOT  
**110.0**  
Chan 37 APP CRS **058°** Rwy Idg **6595**  
TDZE **515**  
Apt Elev **540**

**ZAPLE VOR RWY 5**  
HOT SPRINGS / MEMORIAL FIELD (HOT)

**V** Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Memorial Field altimeter setting minimums: for inoperative MALSR, increase S-5 Cat. D visibility to 1 1/4.

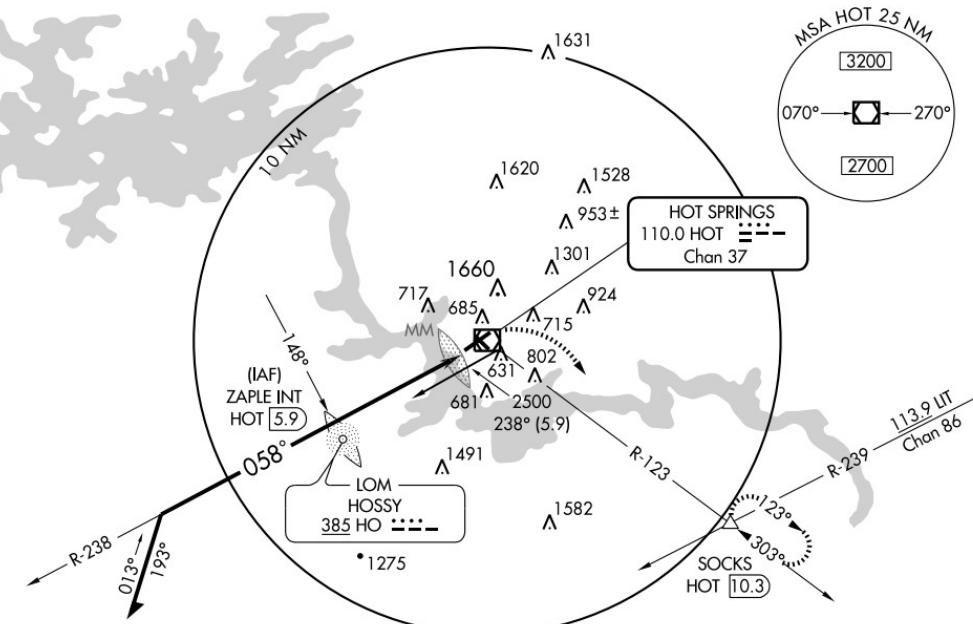
ALSR  
A5

MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

ASOS  
119.925

MEMPHIS CENTER  
**128-475 377-15**

UNICOM  
123.0 (CTAF) 0



**ADF or DME REQUIRED**

ELEV 540 P

ZAPLE INT  
HOT 5.9

3000  
HOT R-123      SOCKS  
HOT 10.3

CATEGORY	A		B		C		D	
S-5			940-1½	425 (500-½)		940-¾ 425 (500-¾)		940-1 425 (500-1)
CIRCLING	1060-1	520 (600-1)			1060-1½ 520 (600-1½)		1120-2 580 (600-2)	

#### LITTLE ROCK ALTIMETER SETTING MINIMUMS

S-5	1080-½ 565 (600-½)	1080-1 565 (600-1)	1080-1¼ 565 (600-1¼)
CIRCLING	1200-1 660 (700-1)	1200-1¾ 660 (700-1¾)	1260-2¼ 720 (800-2¼)

HIRL Rwy 5-23 L  
MIRL Rwy 13-31 L  
REIL Rwy 13 L

HUNTSVILLE, ARKANSAS

AL-6945 (FAA)

VORTAC RZC <b>116.4</b>	APP CRS <b>115°</b>	Rwy Idg <b>3600</b> TDZE <b>1744</b> Apt Elev <b>1749</b>
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Chan 111

# VOR/DME or GPS RWY 12

HUNTSVILLE MUNI (H34)

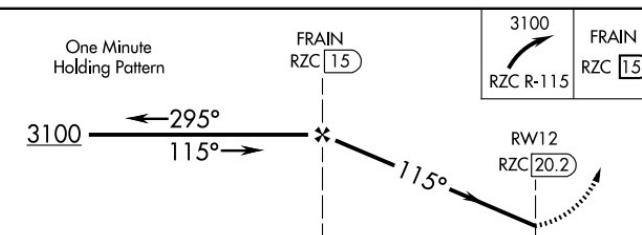
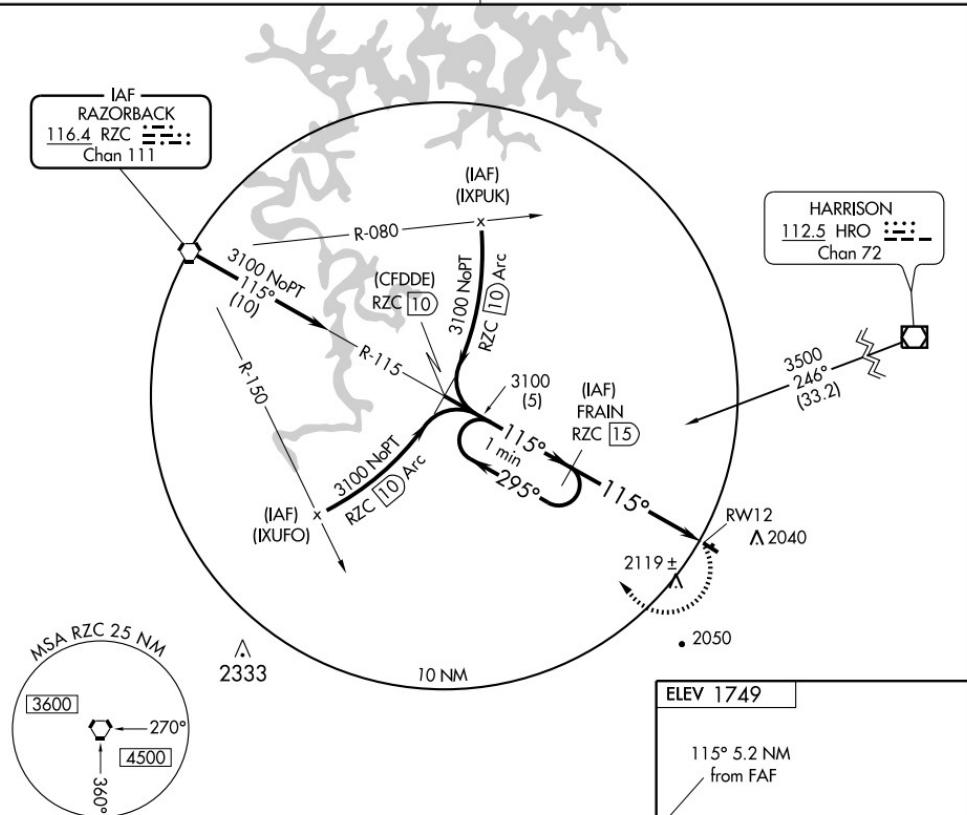
▲ NA Use Fayetteville/Drake Field altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via RZC R-115 to FRAIN 15 DME and hold.

RAZORBACK APP CON ★

**126.6 305.2**

UNICOM

**122.8 (CTAF) 0**

ELEV 1749

115° 5.2 NM from FAF

TDZE 1744

MIRL Rwy 12-30 0

CATEGORY	A	B	C	D
S-12	2500-1 756 (800-1)	2500-1½ 756 (800-1½)	2500-2½ 756 (800-2½)	NA
CIRCLING	2500-1 751 (800-1)	2500-1½ 751 (800-1½)	2500-2½ 751 (800-2½)	NA

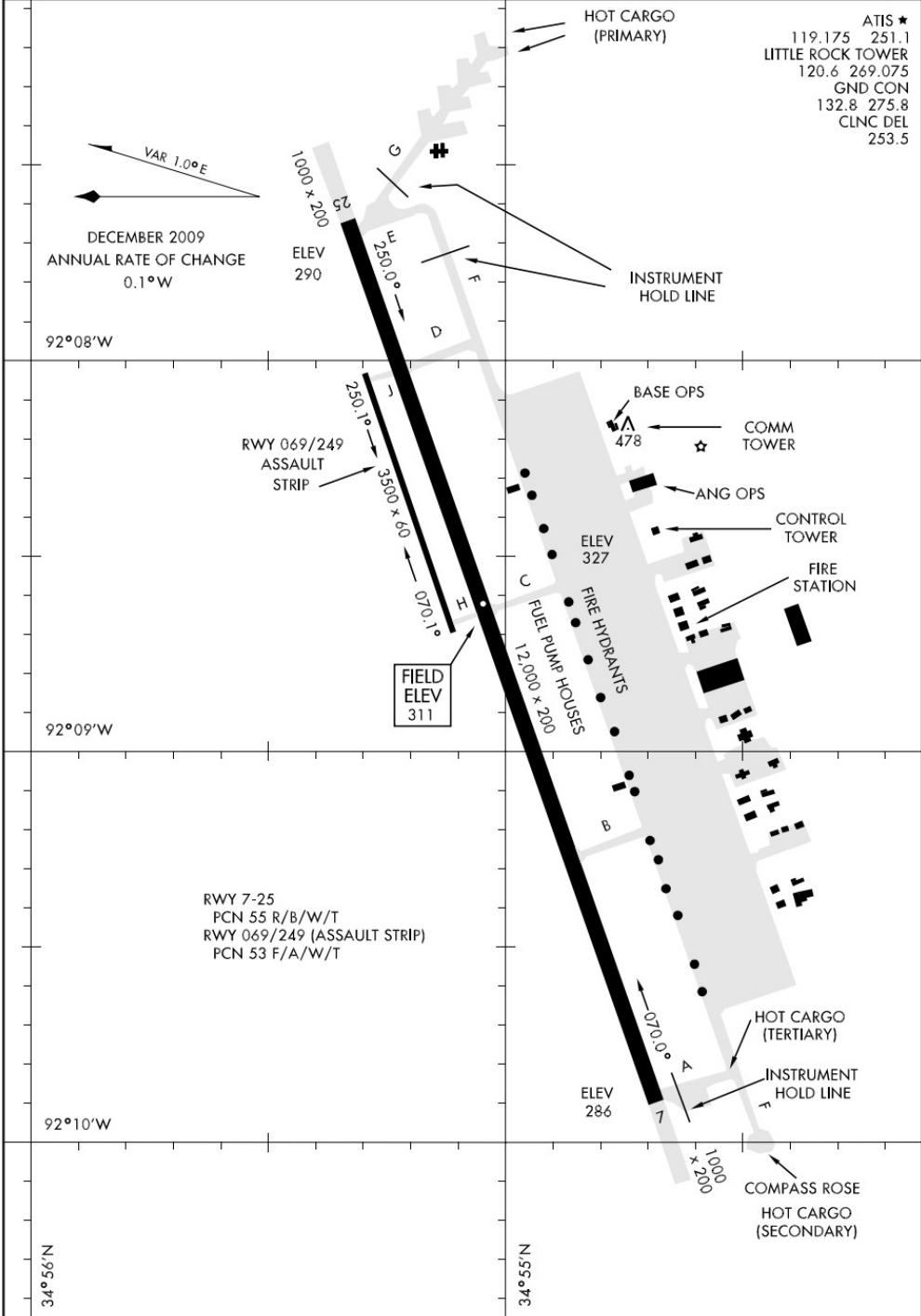
Knots 60 90 120 150 180

Min:Sec

# AIRPORT DIAGRAM

AFD-738 [USAF]

JACKSONVILLE, ARKANSAS



LOC ILYV 109.9	APCH CRS 250°	Rwy Idg 12,000 TDZE 299 Arpt Elev 311
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AL-738 [USAF]

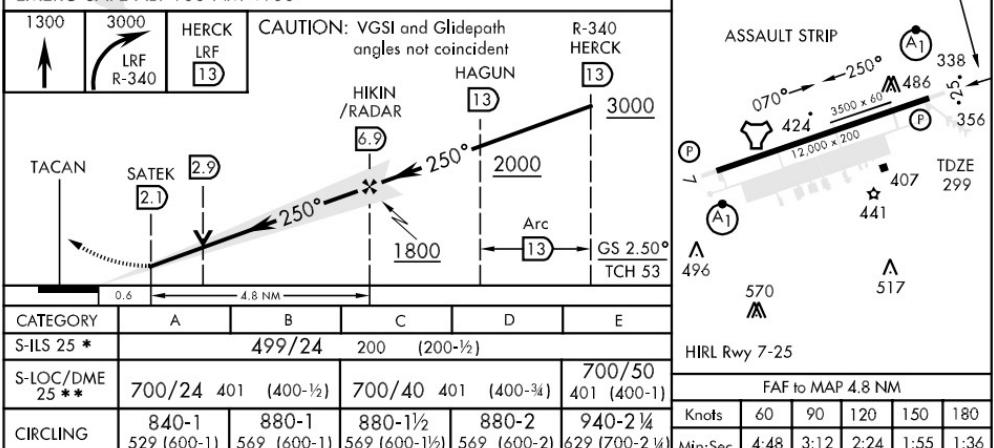
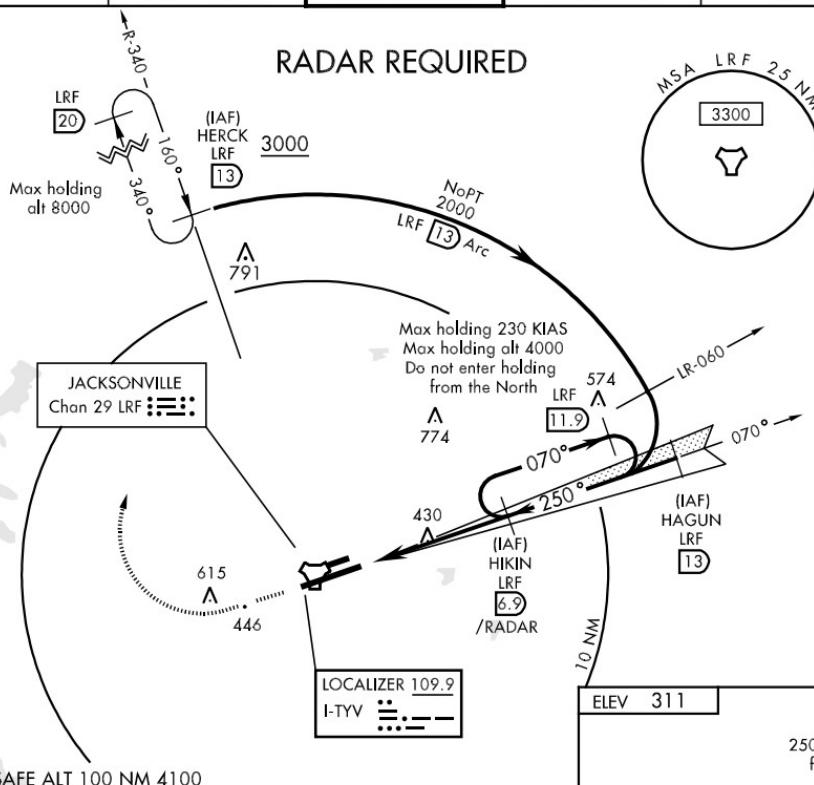
LITTLE ROCK AFB (KLRF)

V \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
 CAT CD RVR to 60 and vis to  $\frac{1}{4}$  miles, CAT E vis to  $\frac{1}{2}$  miles.



MISSSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5





NDB TYV APCH CRS Rwy Idg 12,000  
290 250° TDZE 299  
Arpt Elev 311

**T** \* When ALS inop, increase CAT AB RVR to 60 and vis to 1½ miles, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1  
A1

**MISSED APPROACH:** Climb to 1300, then climbing right turn to 2000 direct TYV NDB and hold.

ATIS ★  
119-175 251-1

LITTLE ROCK APP CON  
119.5.306.2

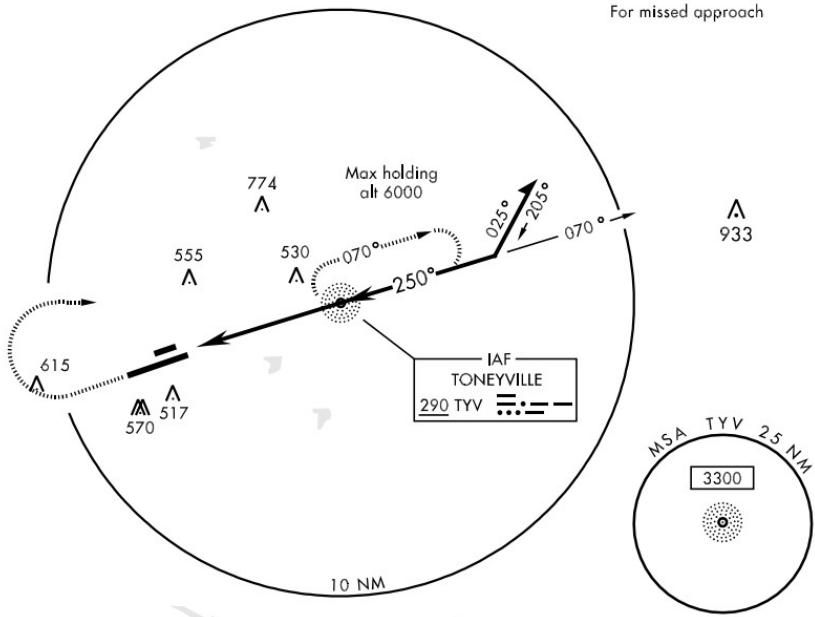
LITTLE ROCK TOWER  
120-6-269-075

GND CON  
132 8 275 8

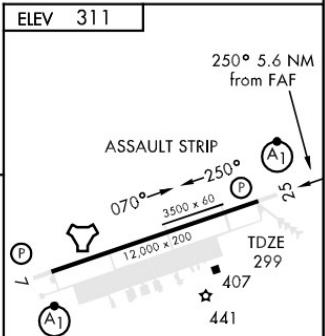
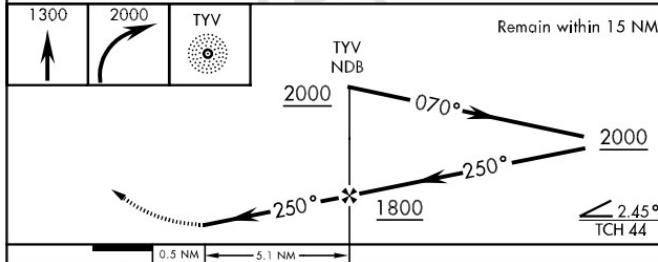
CLNC DEL  
253 5

## RADAR REQUIRED

### For missed approach



EMERG SAFE ALT 100 NM 4100



HIRL Rwy 7-25

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

TACAN LRF  
Chan 29APCH CRS  
056°Rwy Idg 12,000  
TDZE 308  
Arpt Elev 311

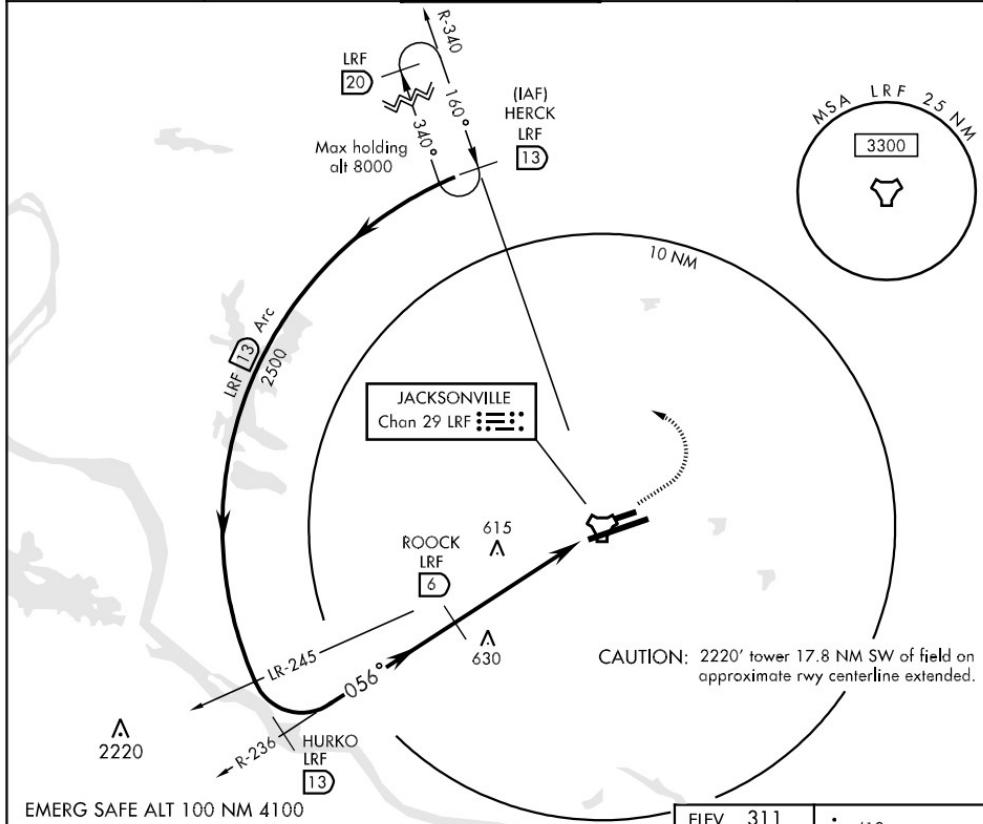
AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

**V** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.



MISSIED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★  
119.175 251.1LITTLE ROCK APP CON  
119.5 306.2LITTLE ROCK TOWER  
120.6 269.075GND CON  
132.8 275.8CLNC DEL  
253.5

CATEGORY

A

B

C

D

E

S-7 \*

900/24

592 (600-½)

900/50

592 (600-1)

900/60

592 (600-½)

900-1½

592 (600-½)

CIRCLING

900-1

589 (600-1)

900-1½

589 (600-½)

900-2

589 (600-2)

940-2¼

629 (700-2½)

TACAN LRF  
Chan 29APCH CRS  
257°Rwy Idg 12,000  
TDZE 299  
Arpt Elev 311

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

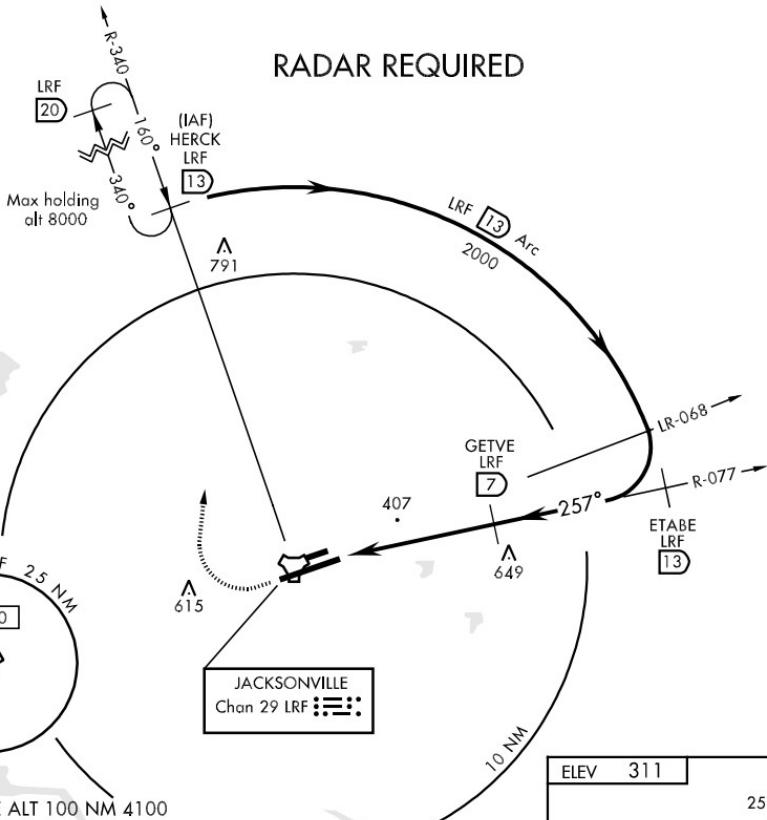
V \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 1/4 miles, CAT DE vis to 1 1/2 miles.

ALSF-1  
(A1)

MISSIED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★  
119.175 251.1LITTLE ROCK APP CON  
119.5 306.2LITTLE ROCK TOWER  
120.6 269.075GND CON  
132.8 275.8CLNC DEL  
253.5

## RADAR REQUIRED



**ILS or LOC RWY 23**  
JONESBORO MUNI (JBR)

## JONESBORO MUNI (JBR)

#### **ESSED APPROACH: Climb to 2000**

ODALS

1

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

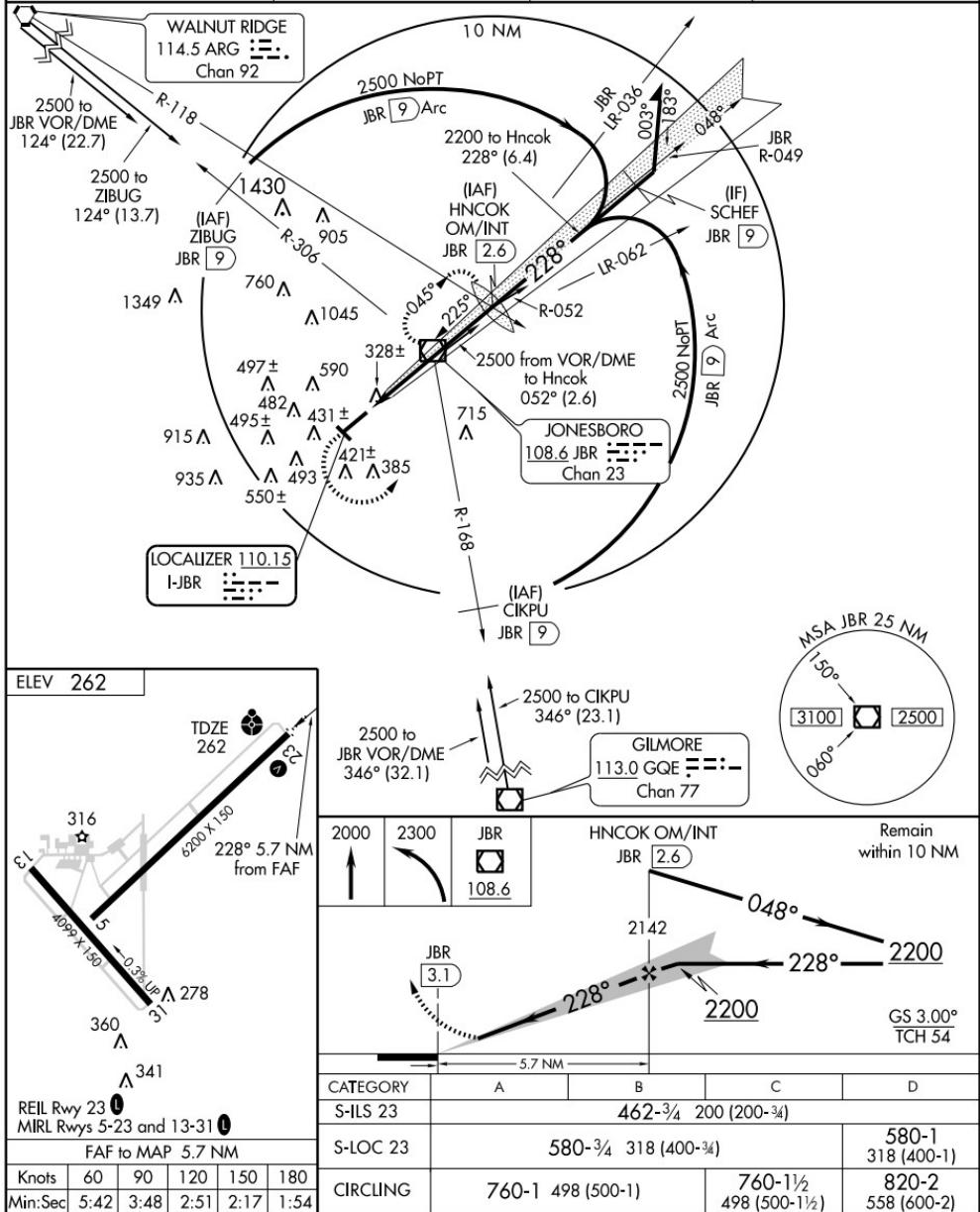
**T** Circling NA northwest of Rwy 5-23. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Walnut Ridge altimeter setting  
increase DA to 516 feet. Increase all MDAs 60 feet and visibility S-LOC 23  
Cat D  $\frac{1}{4}$  mile. Autopilot coupled approach NA below 1327.

ASOS  
118.525

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
123.0

CTAF  
123.6 ①





JONESBORO, ARKANSAS

AL-5265 (FAA)

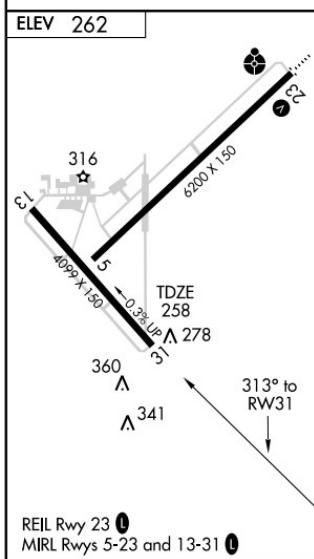
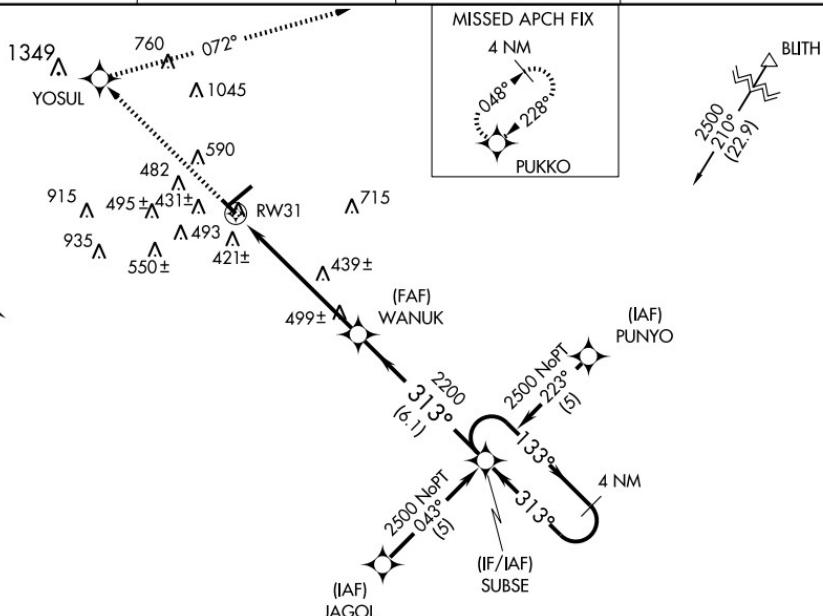
# RNAV (GPS) RWY 31

JONESBORO MUNI (JBR)

APP CRS <b>313°</b>	Rwy Idg <b>4099</b>
TDZE <b>258</b>	
Apt Elev <b>262</b>	

▼ Straight in minimums NA at night. Circling to Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all MDAs 60 feet and increase LNAV visibility. Cats C and D  $\frac{1}{4}$  mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YOSUL and right turn via 072° track to PUKKO and hold.

ASOS  
**118.525**MEMPHIS CENTER  
**120.075 289.4**UNICOM  
**123.0**CTAF  
**123.6**

REIL Rwy 23

MIRL Rwy 5-23 and 13-31

JONESBORO, ARKANSAS

AL-5265 (FAA)

VOR RWY 23  
JONESBORO MUNI (JBR)

VOR/DME JBR  
**108.6**  
 Chan 23 APP CRS  
**225°**

**T** Circling NA north of Rwy 5-23. Inoperative table does not apply to S-23 Cat C  
**A** Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge Rgnl altimeter setting and increase all MDAs 60 feet.

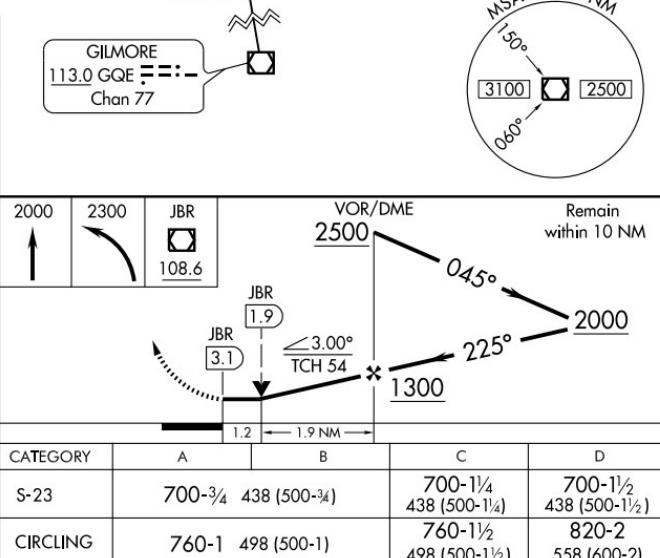
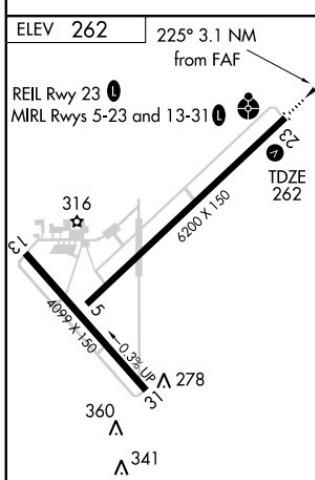
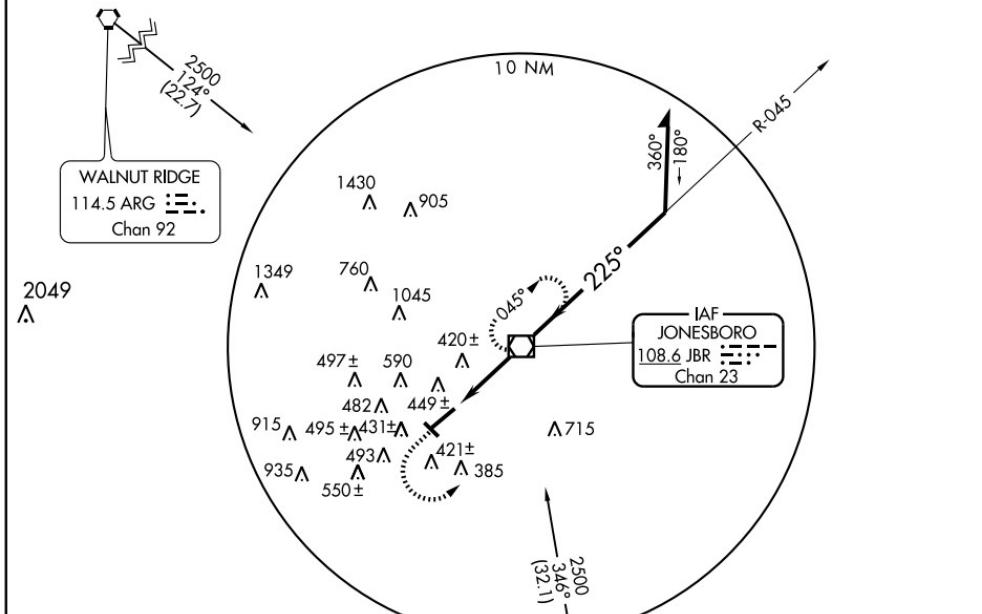
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS  
118.525

**MEMPHIS CENTER  
120.075 289.4**

UNICOM  
123.0

CTAF  
123.6



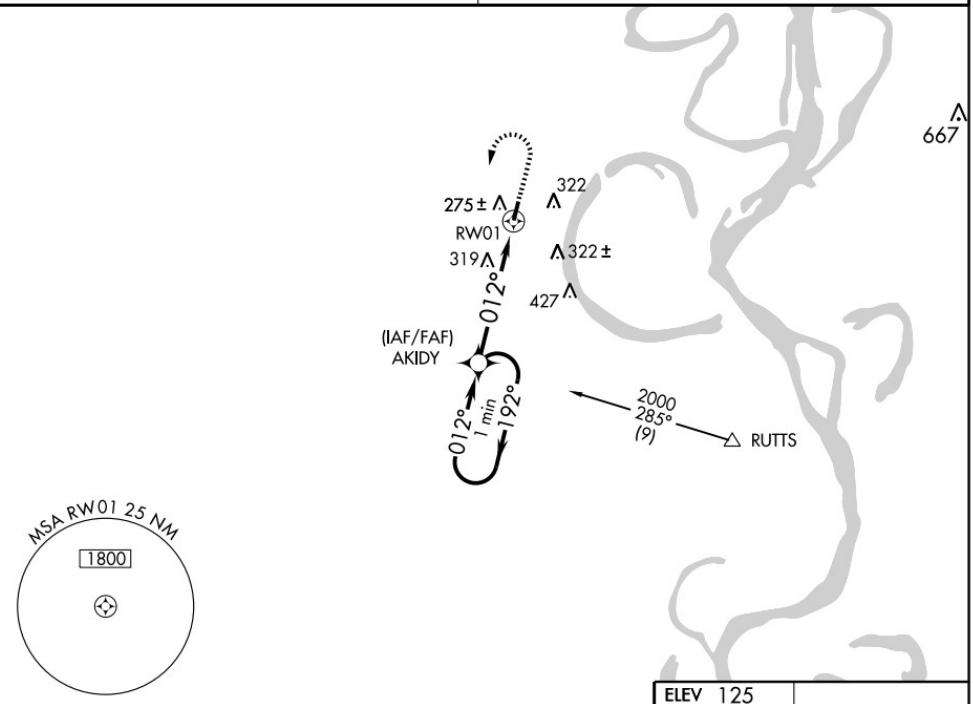
APP CRS <b>012°</b>	Rwy Idg <b>4000</b> TDZE <b>125</b> Apt Elev <b>125</b>
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▲ NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authorized East of runway 1-19.

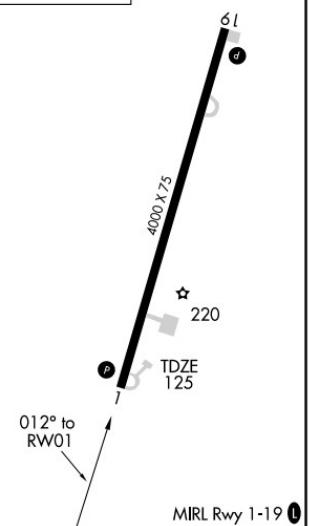
MISSSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AKIDY WP and hold.

MEMPHIS CENTER  
**135.875 269.35**

CTAF  
**122.90**



CATEGORY	A	B	C	D
S-1	680-1	555 (600-1)	680-1½ 555 (600-1½)	680-1¾ 555 (600-1¾)
CIRCLING	680-1	555 (600-1)	680-1½ 555 (600-1½)	680-2 555 (600-2)
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
S-1	780-1	655 (700-1)	780-1¾ 655 (700-1¾)	780-2 655 (700-2)
CIRCLING	780-1	655 (700-1)	780-1¾ 655 (700-1¾)	780-2 655 (700-2)



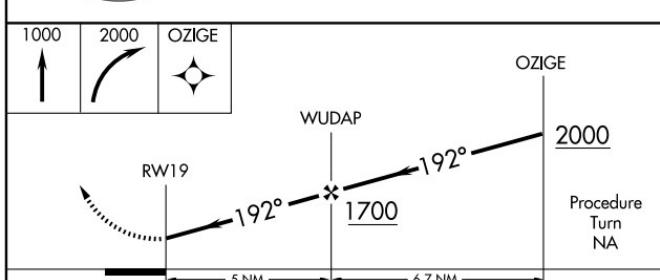
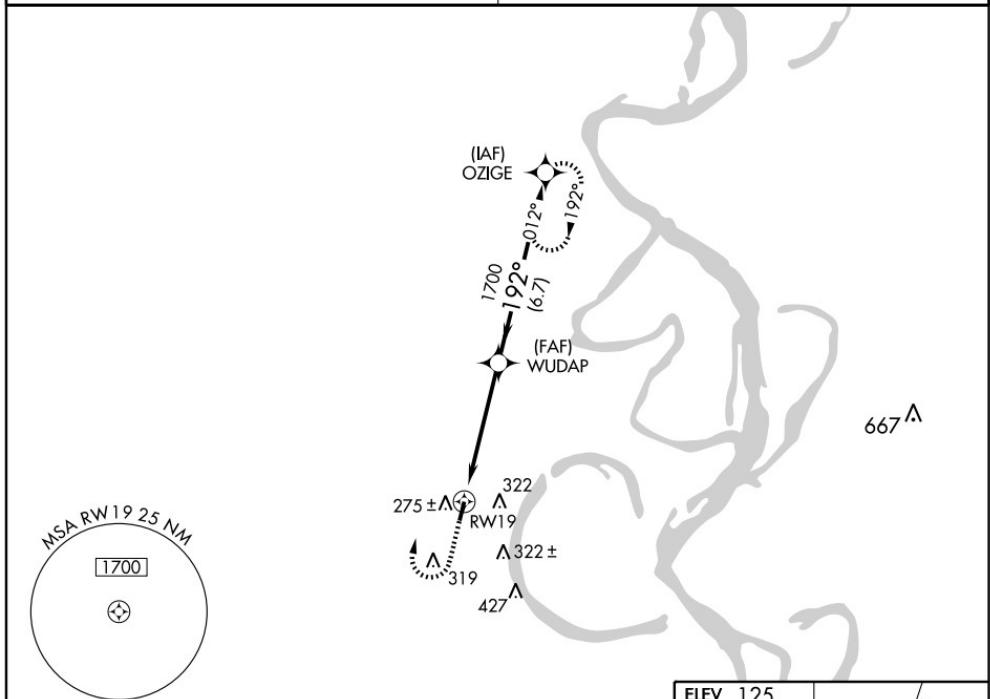
APP CRS <b>192°</b>	Rwy Idg <b>4000</b> TDZE <b>123</b> Apt Elev <b>125</b>
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⚠ NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authorized East of runway 1-19.

MISSIED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OZIGE WP and hold.

MEMPHIS CENTER  
**135.875 269.35**

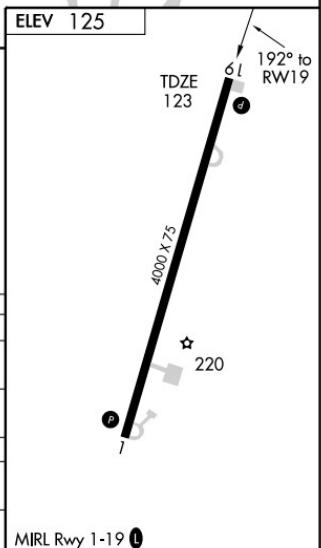
CTAF  
**122.90**



CATEGORY	A	B	C	D
S-19	620-1	497 (500-1)	620-1½ 497 (500-1½)	620-1½ 497 (500-1½)
CIRCLING	680-1	555 (600-1)	680-1½ 555 (600-1½)	680-2 555 (600-2)

#### GREENWOOD, MS ALTIMETER SETTING MINIMUMS

S-19	740-1	617 (700-1)	740-2 617 (700-1½)
CIRCLING	780-1	655 (700-1)	780-2 655 (700-1½)



MIRL Rwy 1-19 L

VOR-A

LAKE VILLAGE MUNI (M32)

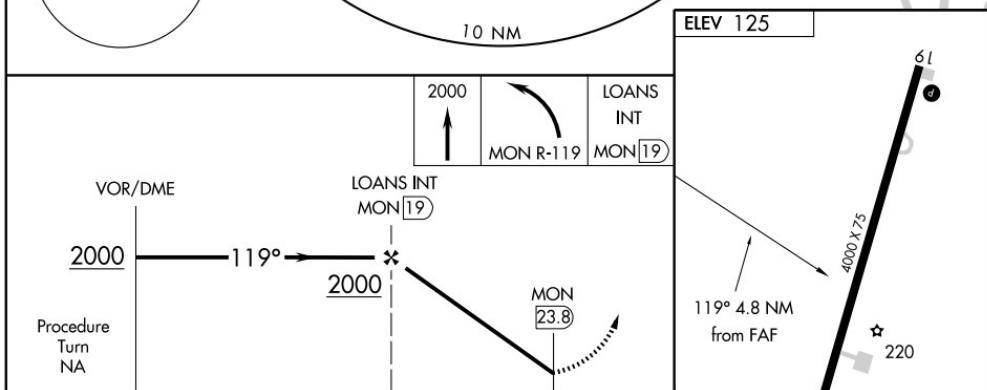
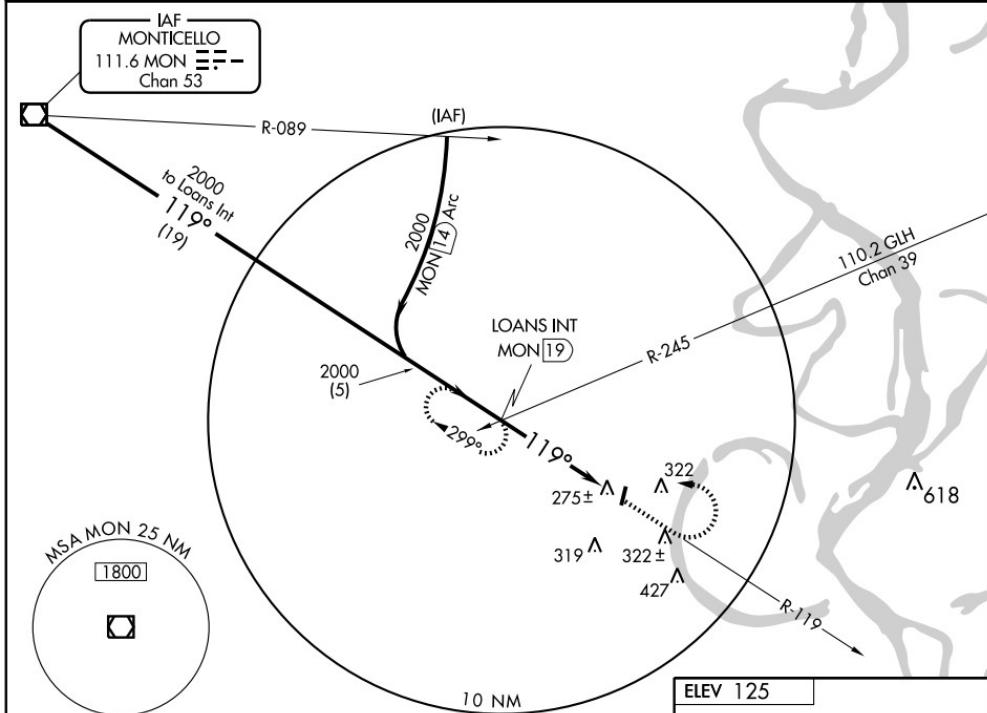
VOR/DME MON	APP CRS	Rwy Idg	N/A
<b>111.6</b>	<b>119°</b>	TDZE	N/A
Chan 53		Apt Elev	<b>125</b>

▲ NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authorized East of runway 1-19.

MISSIED APPROACH: Climb to 2000 then left turn via MON R-119 to LOANS Int and hold.

MEMPHIS CENTER  
135.875 269.35

CTAF  
122.90



CATEGORY	A	B	C	D
CIRCLING	680-1	680-1½	680-1½	680-2
GREENWOOD, MS ALTIMETER SETTING MINIMUMS				
CIRCLING	780-1	780-1¼	780-1¾	780-2
	655 (700-1)	655 (700-1¼)	655 (700-1¾)	655 (700-2)

## VOR/DME-B

LAKE VILLAGE MUNI (M32)

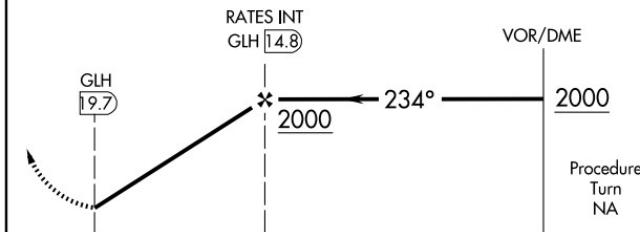
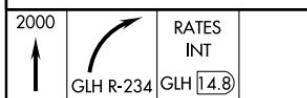
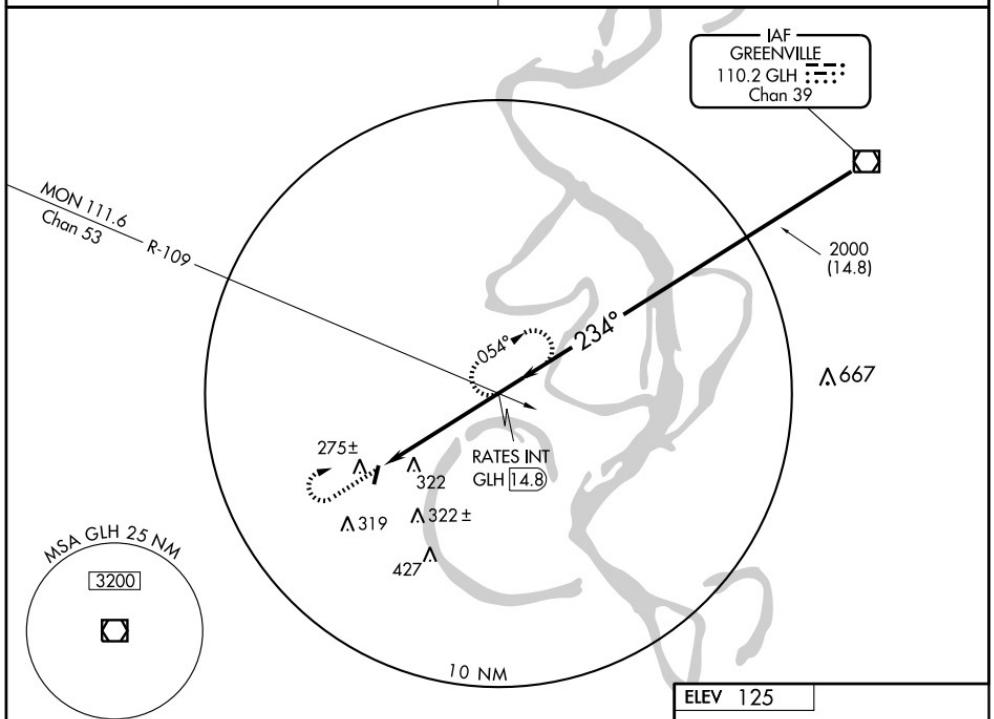
VOR/DME GLH 110.2 Chan 39	APP CRS 234°	Rwy Idg TDZE Apt Elev N/A N/A 125
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▲ NA Use Greenville, MS altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authorized East of runway 1-19.

MISSSED APPROACH: Climb to 2000 then right turn via GLH R-234 to RATES Int/14.8 DME and hold.

MEMPHIS CENTER  
135.875 269.35

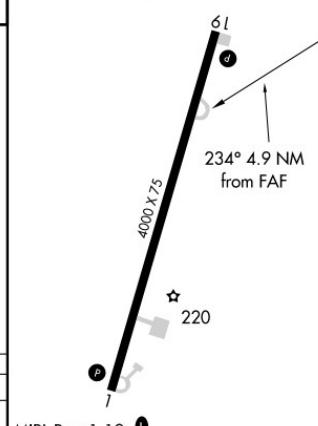
CTAF  
122.90



CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)	680-1½ 555 (600-1½)	680-2 555 (600-2)	680-2 555 (600-2)

GREENWOOD, MS ALTIMETER SETTING MINIMUMS

CIRCLING	780-1 655 (700-1)	780-2 655 (700-2)	780-2 655 (700-2)
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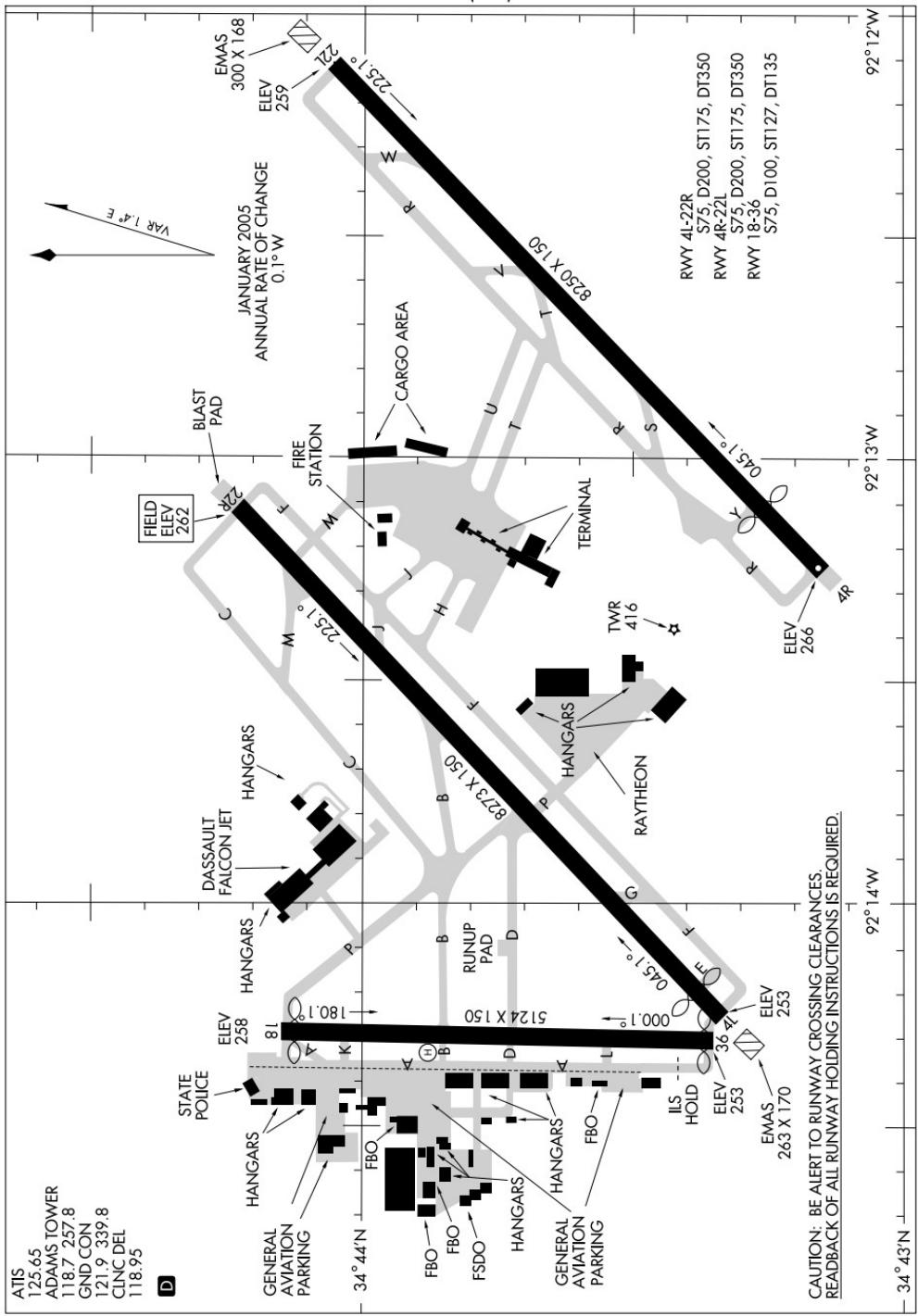
Knots 60 90 120 150 180

Min:Sec

**AIRPORT DIAGRAM**

AL-233 (FAA)

LITTLE ROCK/ADAMS FIELD (LIT)  
LITTLE ROCK, ARKANSAS



# ILS or LOC RWY 4L

## LITTLE ROCK/ADAMS FIELD (LIT)

LOC I-LIT <b>110.3</b>	APP CRS <b>045°</b>	Rwy Idg <b>7976</b>
TDZE <b>258</b>		TDZE <b>258</b>
Apt Elev <b>262</b>		Apt Elev <b>262</b>

**V** Inoperative table does not apply to S-ILS 4L all Cats. For inoperative MALSR, increase S-LOC 4L Cats A and B visibility to RVR 5000.  
**A** Glide slope unusable below 650 for coupled approaches.  
**ASR**



MISSIED APPROACH: Climb to 1500 then climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

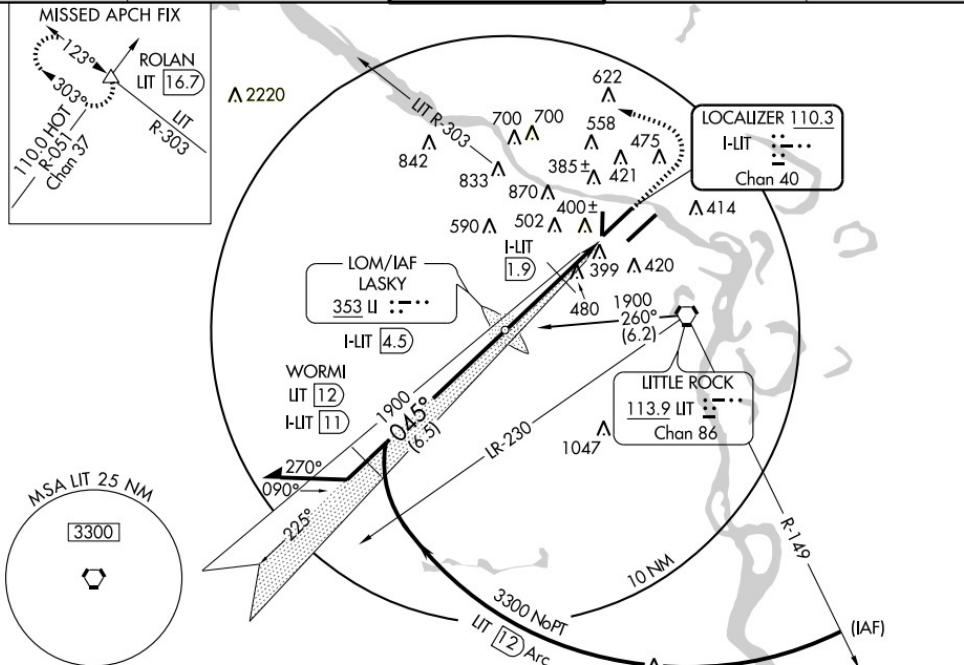
ATIS  
**125.65**

LITTLE ROCK APP CON  
**135.4 291.775 353.6**

ADAMS TOWER  
**118.7 257.8**

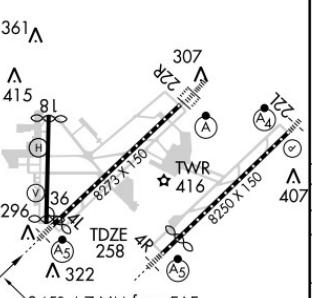
GND CON  
**121.9 339.8**

CNLC DEL  
**118.95**



ELEV 262 **D**

Rwy 18-36 5124 X 150

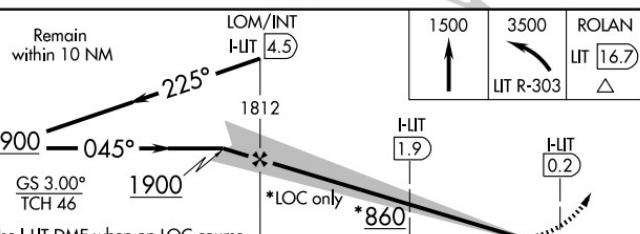


TDZ/CL Rwy 22R  
HIRL Rwy 4R-22L, 4L-22R and 18-36

FAF to MAP 4.7 NM

Knots 60 90 120 150 180

Min:Sec 4:42 3:08 2:21 1:53 1:34



Use I-LIT DME when on LOC course.

CATEGORY	A	B	C	D
S-ILS 4L		508/40	250 (300-¾)	
S-LOC 4L	860/40 602 (600-½)		860/60 602 (600-⅓)	860-1½ 602 (600-½)
CIRCLING	860-1 598 (600-1)		880-1¾ 618 (700-¾)	1180-3 918 (1000-3)

### DME MINIMUMS

S-LOC 4L	720/40 462 (500-¾)	720/40 462 (500-¾)	720/50 462 (500-1)
CIRCLING	800-1 538 (600-1)	880-1¾ 618 (700-¾)	1180-3 918 (1000-3)

# ILS or LOC RWY 4R

## LITTLE ROCK/ADAMS FIELD (LIT)

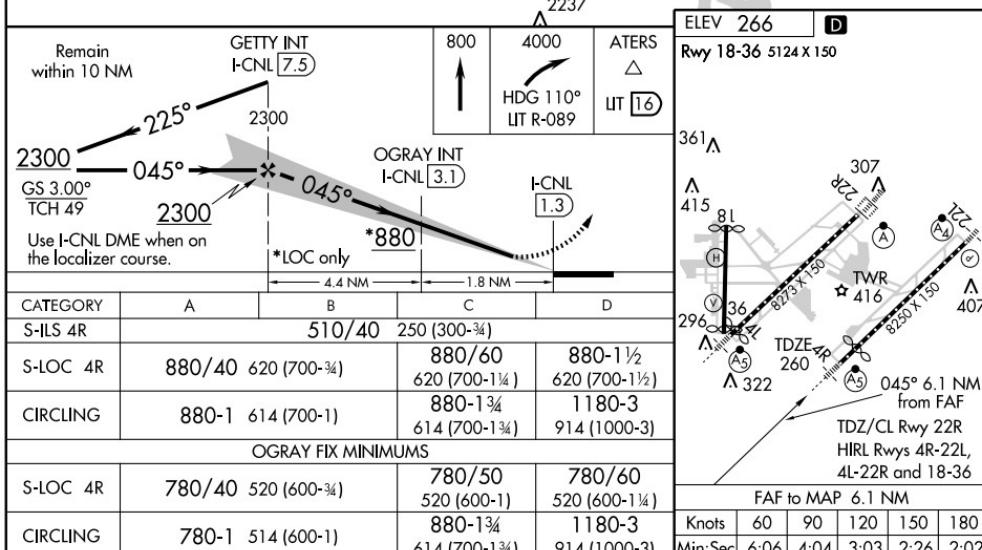
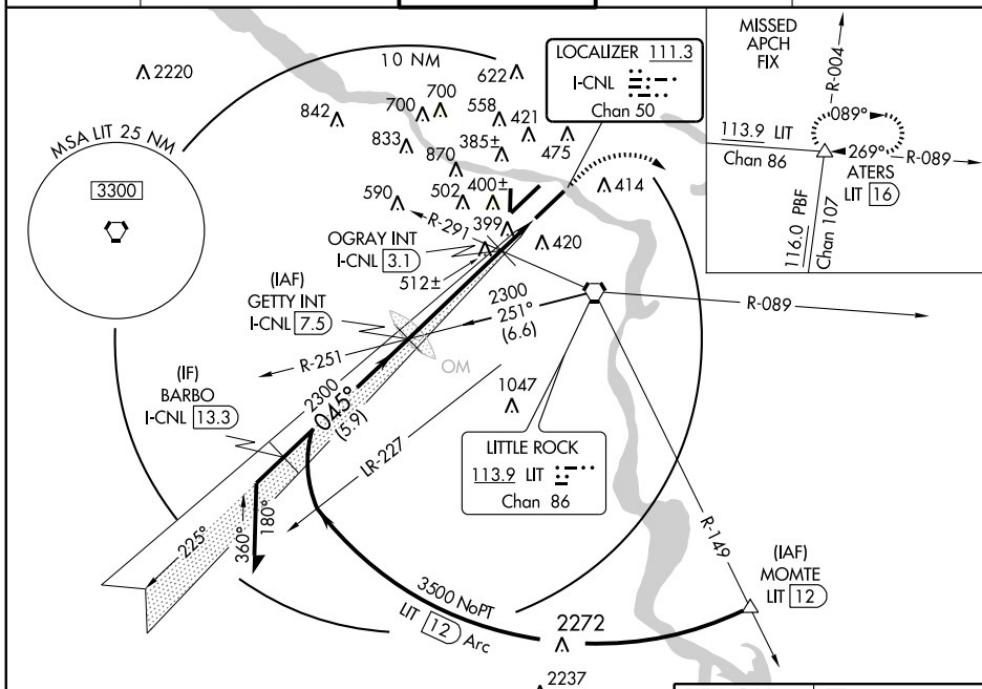
LOC/DME I-CNL	APP CRS	Rwy Idg	<b>7200</b>
<b>111.3</b>	<b>045°</b>	TDZE	<b>260</b>
Chan 50		Apt Elev	<b>266</b>

**V** Visibility reduction by helicopters NA. Inoperative table  
**A** does not apply to S-ILS 4R. For inoperative MALSR,  
**ASR** increase S-LOC 4R Cat A/B visibility to RVR 5000.



MISSIED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 110° and LIT R-089 to ATERS INT/LIT 16 DME and hold.

ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 291.775 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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LOC/DME I-BWY <b>110.7</b>	APP CRS <b>226°</b>	Rwy Idg <b>8250</b> TDZE <b>260</b> Apt Elev <b>262</b>
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Chan 44

DME or radar required. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS visibility to RVR 6000, S-LOC Cat C visibility to RVR 6000, Cat D to 1½ miles and circling Cat C to 2 miles.

ASR

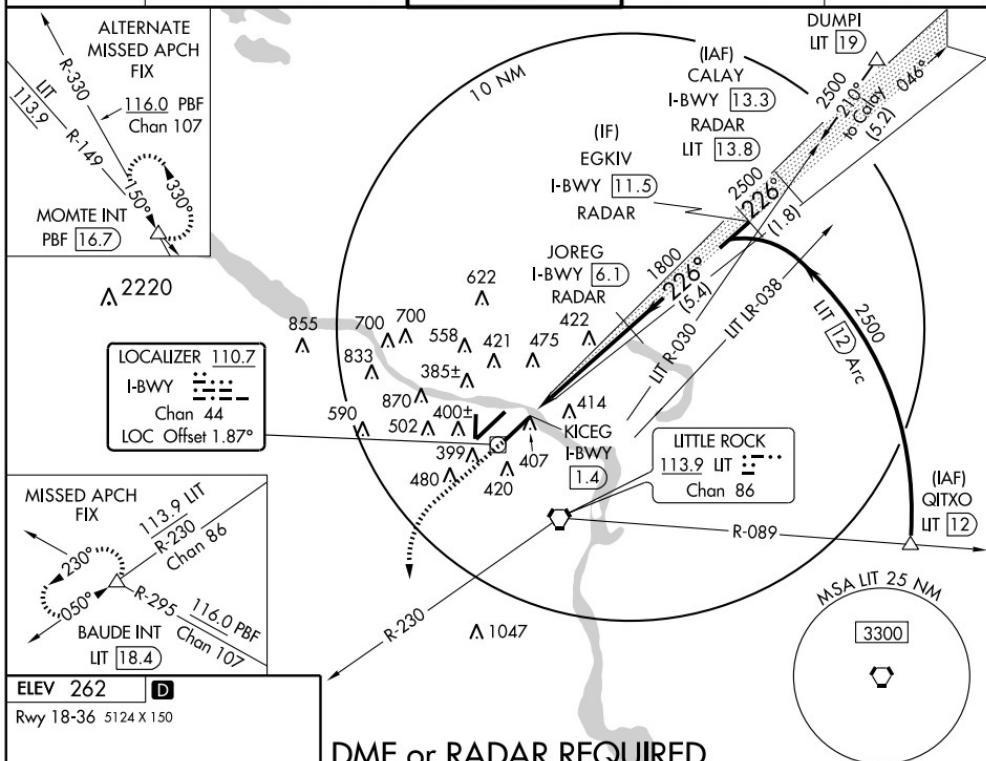
# ILS or LOC RWY 22L

## LITTLE ROCK/ADAMS FIELD (LIT)

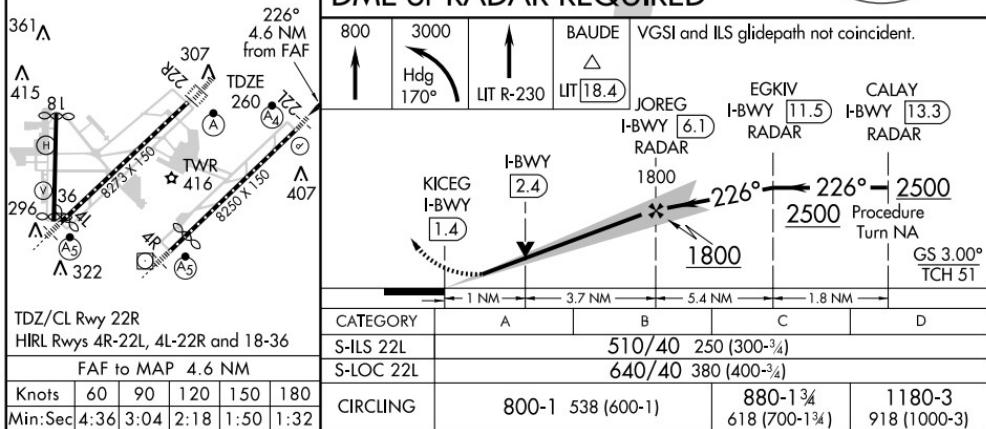
MALS F



MISSIED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 170° and LIT R-230 to BAUDE Int/LIT 18.4 DME and hold.

ATIS  
**125.65**LITTLE ROCK APP CON  
**135.4 291.775 353.6**ADAMS TOWER  
**118.7 257.8**GND CON  
**121.9 339.8**CLNC DEL  
**118.95**

### DME or RADAR REQUIRED



LITTLE ROCK, ARKANSAS

AL-233 (FAA)

LOC/DME IAAy <b>110.3</b> Chan 40	APP CRS <b>225°</b>	Rwy Idg <b>8273</b> TDZE <b>262</b> Apt Elev <b>262</b>
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# ILS or LOC RWY 22R

LITTLE ROCK/ADAMS FIELD (LIT)

VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase S-ILS visibility to RVR 4000, increase S-LOC 22R Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and circling Cat C visibility to 2 miles.

ALSF-2



MISSIED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 291.775 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ALTERNATE MISSED APCH FIX

CONWAY  
302 CWS

2220

LOCALIZER 110.3  
I-AAY   
Chan 40

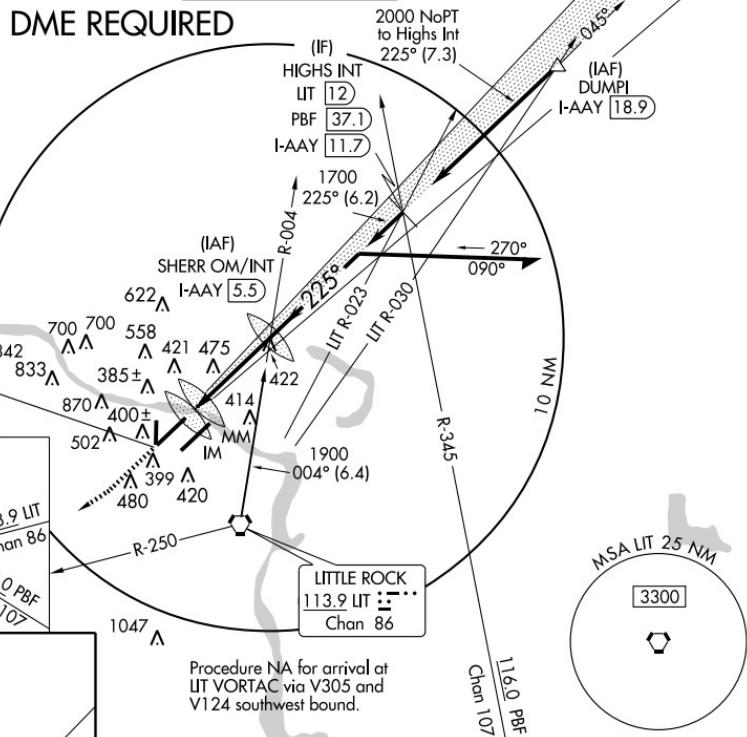
MISSED APCH FIX

BEGAN LIT 22  
Chan 86  
113.9 LIT  
110.0 PBF  
Chan 107  
R-250 070°  
250° 070°  
R-291

ELEV 262

Rwy 18-36 5124 X 150

## DME REQUIRED



Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

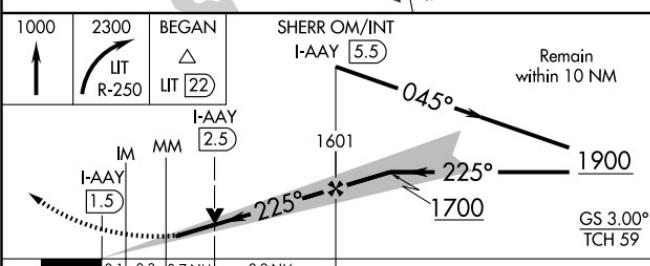


TDZ/CL Rwy 22R  
HIRL Rwy 4R-22L, 4L-22R and 18-36

FAF to MAP 4 NM

Knots 60 90 120 150 180

Min:Sec 4:00 2:40 2:00 1:36 1:20

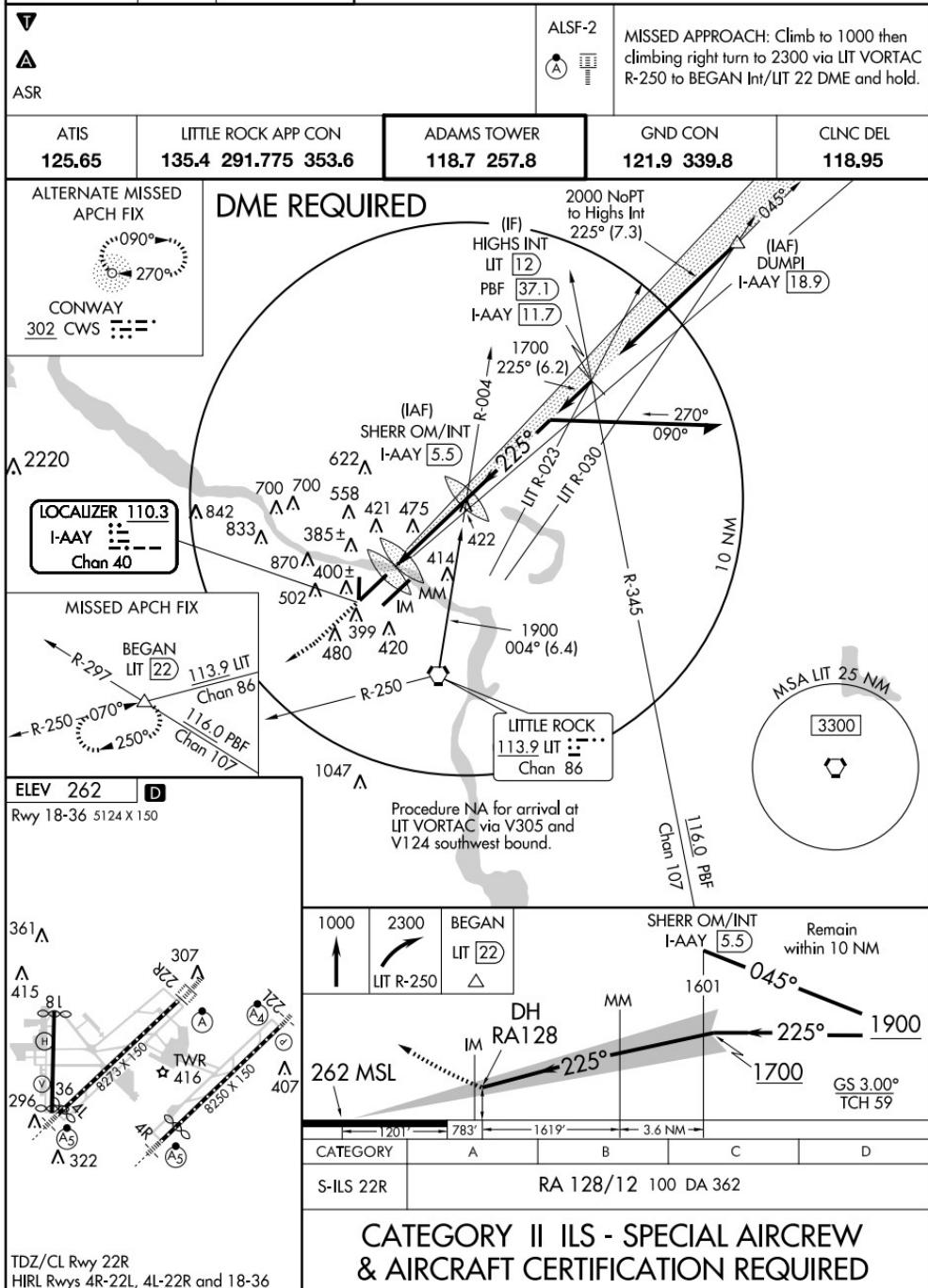


CATEGORY	A	B	C	D
S-ILS 22R		462/18 200 (200-½)		
S-LOC 22R	680/24 418 (500-½)		680/40 418 (500-¾)	
CIRCLING	800-1 538 (600-1)		880-1 ¾ 618 (700-1 ¾)	1180-3 918 (1000-3)

LOC/DME IAA Y	APP CRS	Rwy Idg	8273
<b>110.3</b>	<b>225°</b>	TDZE	<b>262</b>
Chan 40		Apt Elev	<b>262</b>

**ILS RWY 22R (CAT II)**

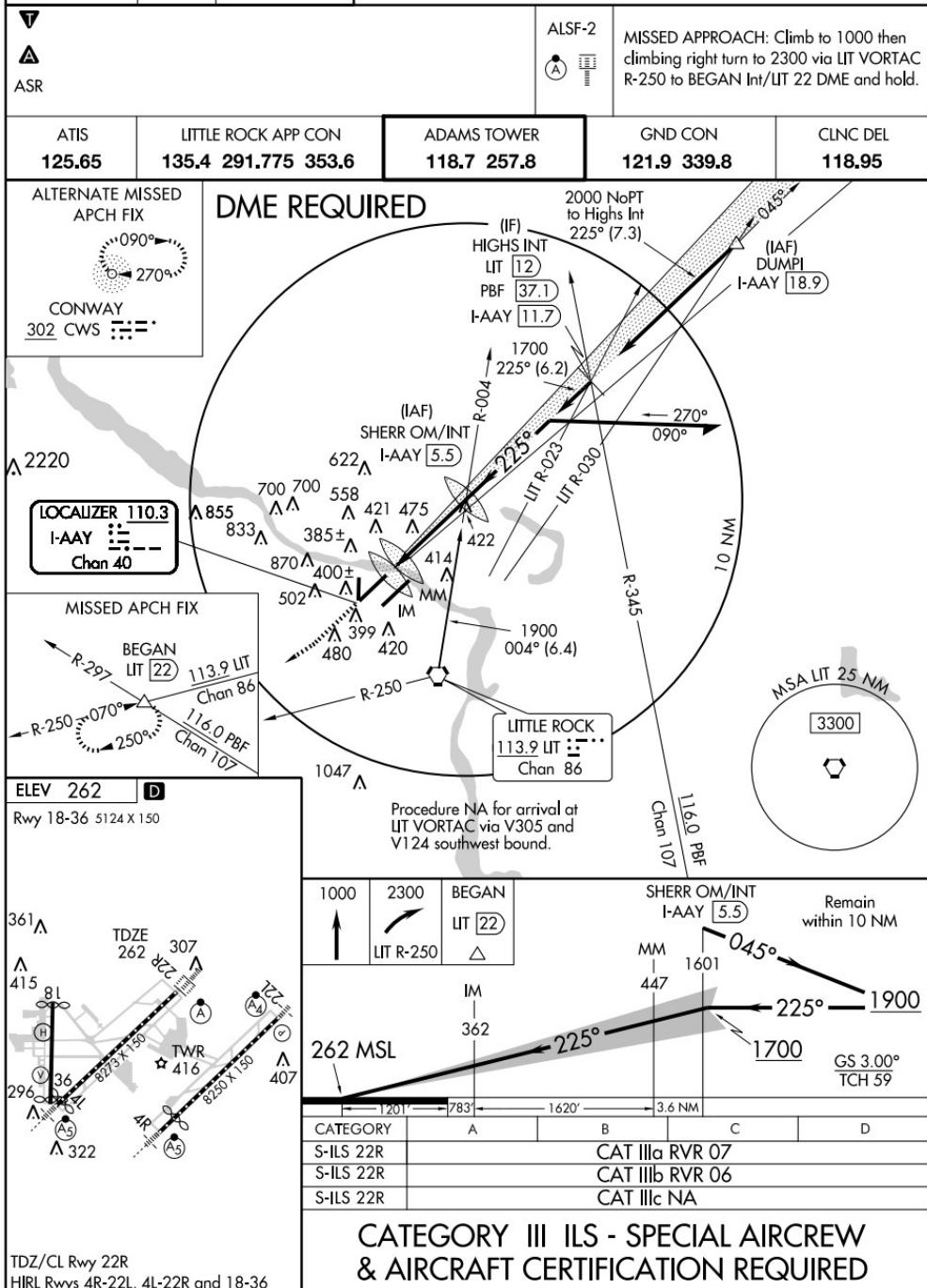
LITTLE ROCK/ADAMS FIELD (LIT)



LOC/DME I-AAY <b>110.3</b> Chan 40	APP CRS <b>225°</b>	Rwy Idg <b>8273</b> TDZE <b>262</b> Apt Elev <b>262</b>
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**ILS RWY 22R (CAT III)**

LITTLE ROCK/ADAMS FIELD (LIT)



RNAV (GPS) RWY 4L

## LITTLE ROCK/ADAMS FIELD (LIT)

WAAS CH 90411 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	7976 258 262
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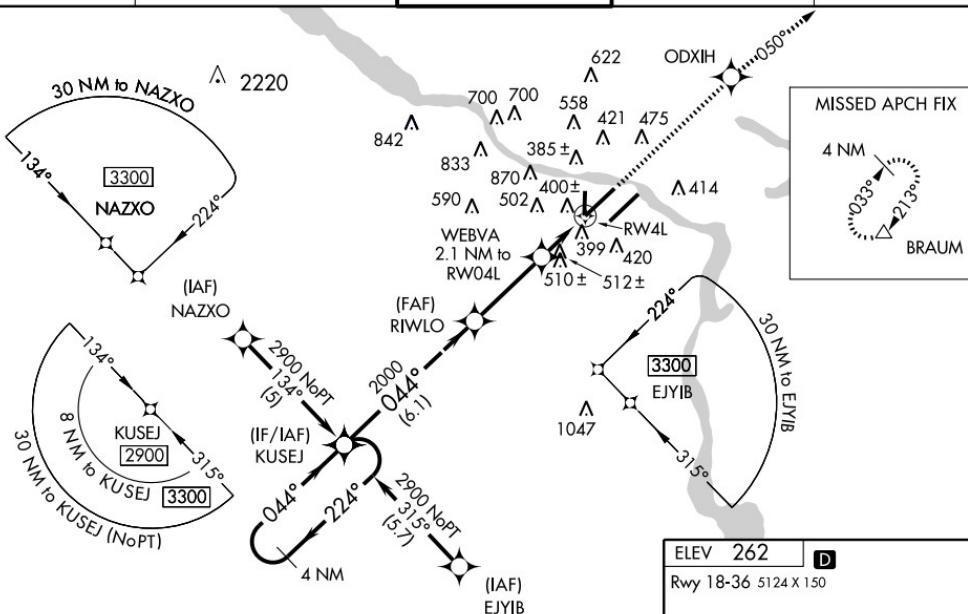
**T** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile, increase LNAV Cat C and D visibility  $\frac{1}{2}$  mile, and increase circling Cat C visibility  $\frac{1}{4}$  mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cat A and B visibility to RVR 5000.

MALSR

A5

**MISSED APPROACH: Climb to 2900 direct ODXIH and via 050° track to BRAUM and hold**

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
<b>125.65</b>	<b>135.4 291.775 353.6</b>	<b>118.7 257.8</b>	<b>121.9 339.8</b>	<b>118.95</b>



ELEV 262

Page 18 26 5104X150

Detailed description of the flight plan diagram:

- Holding Pattern:** Located between KUSEJ and RIWLO, with a radius of 4 NM.
- Transition:** From holding pattern to RW04L, with a heading of 044°.
- Approach Segment:** RW04L, with a heading of 044° and a distance of 1.5 NM to RW04L.
- Legends:**
  - ODXIH: Diamond symbol with a cross.
  - TRK: Triangle symbol.
  - BRAUM: Triangle symbol with a dot.
  - \*LNAV only: Asterisk followed by text.
- Flight Levels:**
  - 2900: Between KUSEJ and RIWLO.
  - 2000: Between RIWLO and RW04L.
  - \*960: Between RW04L and the ground level.
- Flight Times:**
  - GS 3.00°: Ground Speed 3.00°.
  - TCH 46: Total Time enroute 46 minutes.

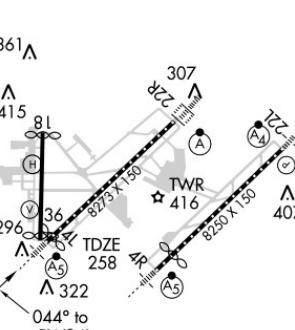
← 6.1 NM ← 3.2 NM ← 0.6 NM →

CATEGORY	A	B	C
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INAV/ -1000-14

780/50

522 (800)  
880 134



TDZ/CL Rwy 22R

WAAS CH 70611 W04B	APP CRS 044°	Rwy Idg 7200 TDZE Apt Elev 262
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# RNAV (GPS) RWY 4R

## LITTLE ROCK/ADAMS FIELD (LIT)

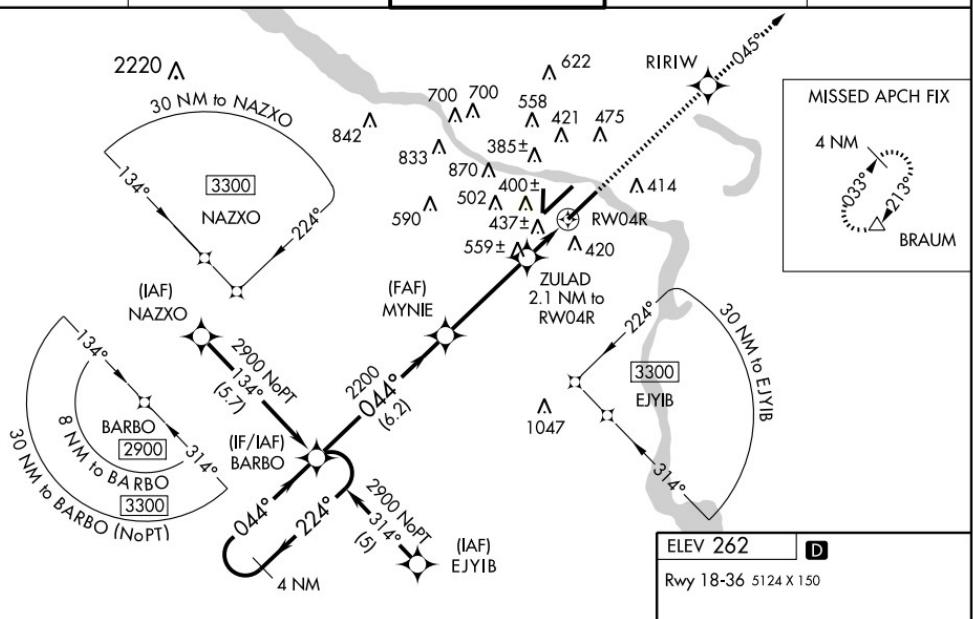
**T** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters  
**A** NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cat's visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cat's visibility  $\frac{1}{4}$  mile, increase LNAV Cat C and D visibility  $\frac{1}{4}$  mile, and increase Circling Cat C visibility  $\frac{1}{2}$  mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000 and Cat C visibility to RVR 6000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cat's visibility to  $1\frac{1}{2}$  miles, increase LNAV Cat A and B visibility to RVR 5000.

MALSR

(A5)

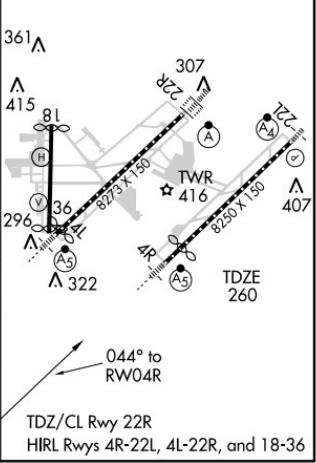
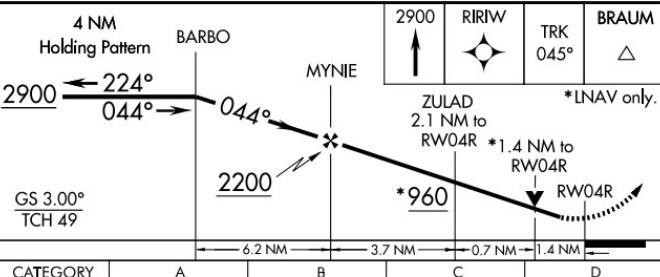
MISSED APPROACH: Climb to 2900 direct RIRIW and via 045° track to BRAUM and hold.

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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ELEV 262 D

Rwy 18-36 5124 X 150



APP CRS      Rwy Idg      5024  
**180°**           TDZE      258  
                 Apt Elev      262

**RNAV (GPS) RWY 18**  
LITTLE ROCK/ADAMS FIELD (LIT)

**T** GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.  
**A NA** Procedure not authorized when restricted areas R-2403A  
ASR and R-2403B in effect.

MISSED APPROACH: Climb to 4000 direct FEHXE WP and hold.

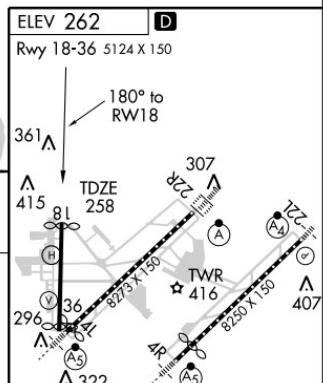
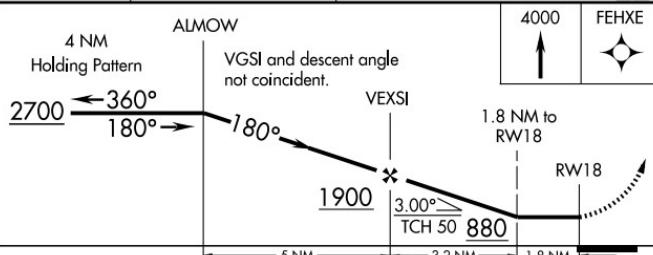
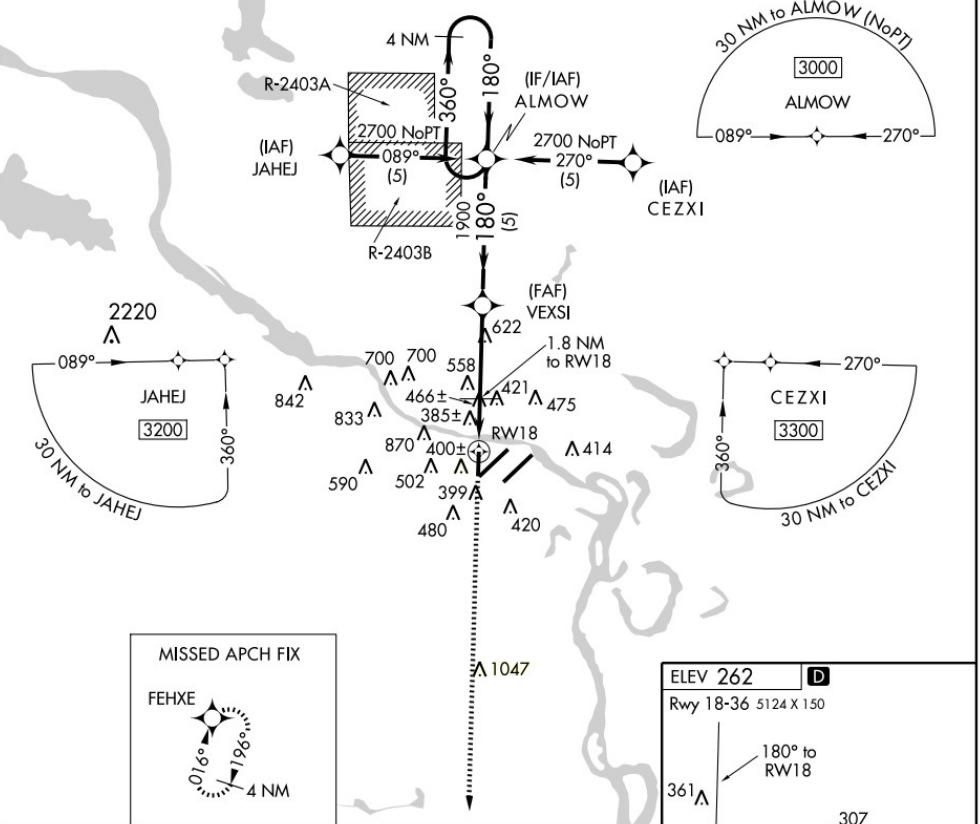
ATIS  
125-65

LITTLE ROCK APP CON  
135.4 291.775 353.6

**ADAMS TOWER  
118.7 257.8**

GND CON

CLNC DEL  
118-95



CATEGORY	3 NM		3.2 NM		3.6 NM	
	A	B	C	D	E	F
LNAV MDA	720-1	462 (500-1)	720-1½ 462 (500-½)	720-1½ 462 (500-½)		
CIRCLING	760-1	498 (500-1)	880-1¾ 618 (700-¾)	1180-3 918 (1000-3)		

WAAS CH 42811 W22A	APP CRS 225°	Rwy Idg 8250 TDZE 260 Apt Elev 262
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## RNAV (GPS) RWY 22L

LITTLE ROCK/ADAMS FIELD (LIT)

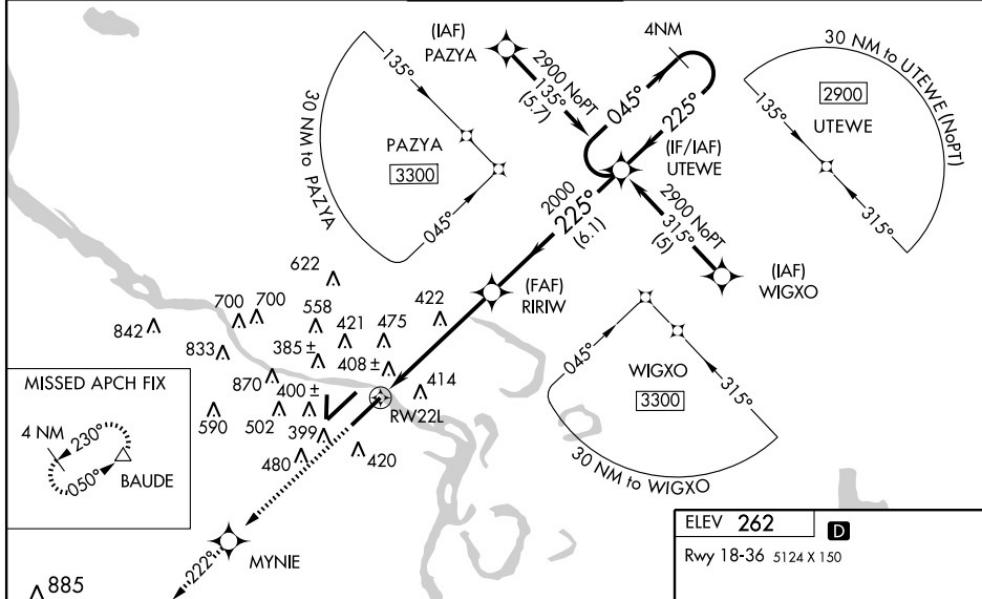
▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility  $\frac{1}{4}$  mile. Increase LNAV Cat D visibility  $\frac{1}{2}$  mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000.

MALSF



MISSSED APPROACH: Climb to 2900 direct MYNIE and via 222° track to BAUDE and hold.

ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 291.775 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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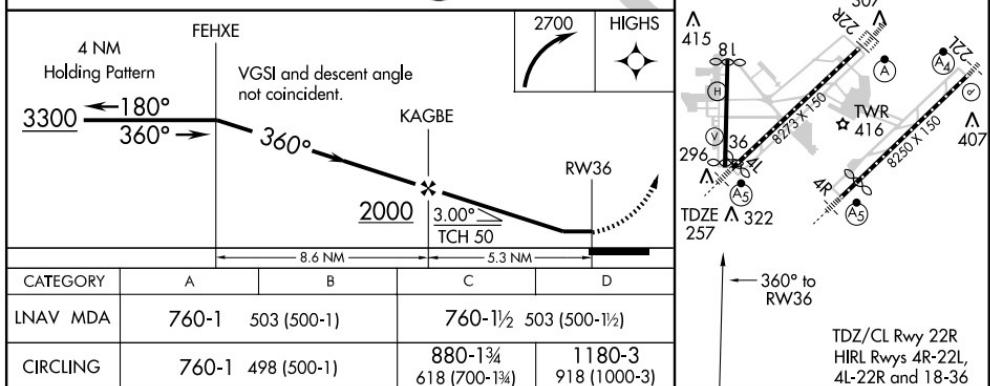
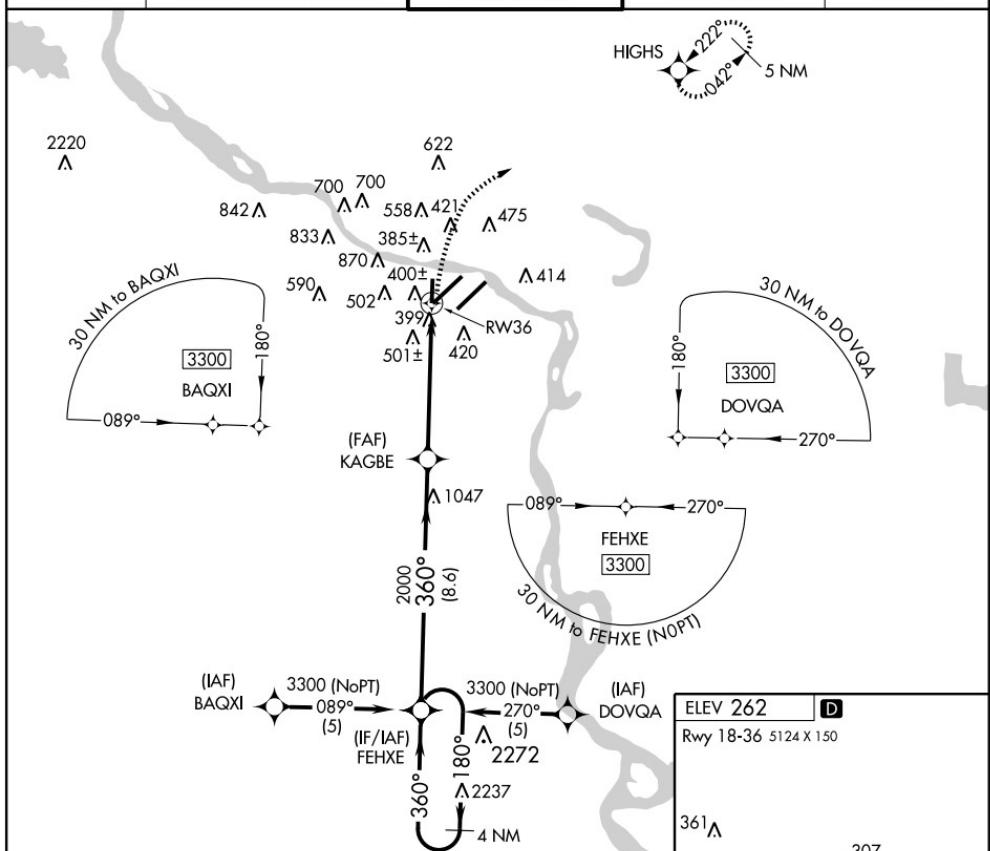
APP CRS      Rwy Idg    5024  
**360°**           TDZE     257  
                 Apt Elev   262

**RNAV (GPS) RWY 36**  
LITTLE ROCK/ADAMS FIELD (LIT)

**T  
A  
NA**  
ASR      GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS WP and hold.

ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 291.775 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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LITTLE ROCK, ARKANSAS

AL-233 (FAA)

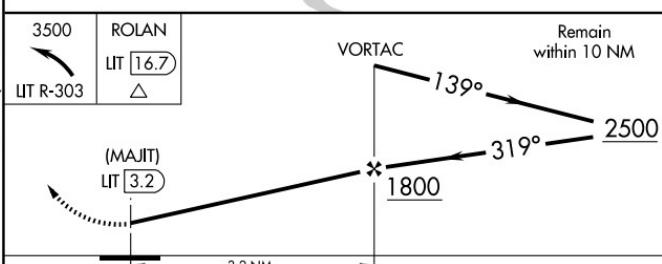
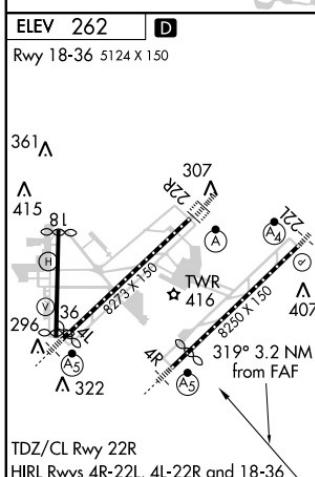
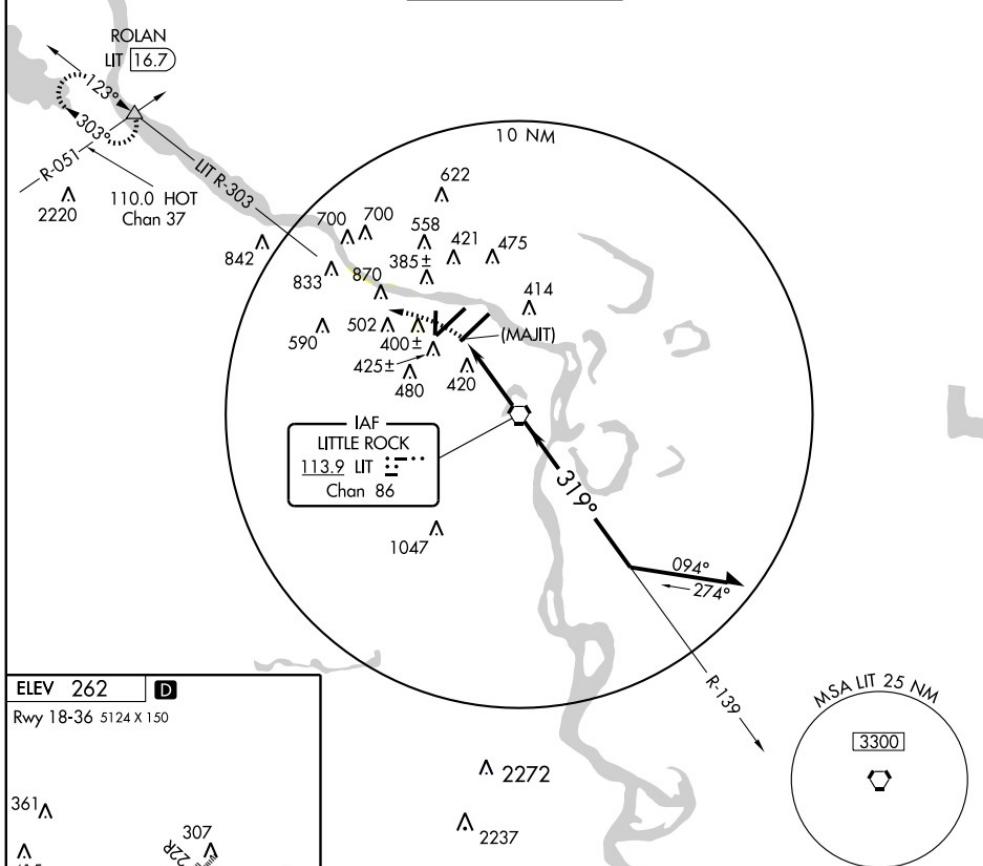
VOR-A

LITTLE ROCK/ADAMS FIELD (LIT)

VORTAC LIT 113.9 Chan 86	APP CRS 319°	Rwy Idg TDZE Apt Elev	N/A N/A 262
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MISSSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS  
125.65LITTLE ROCK APP CON  
135.4 291.775 353.6ADAMS TOWER  
118.7 257.8GND CON  
121.9 339.8CLNC DEL  
118.95

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

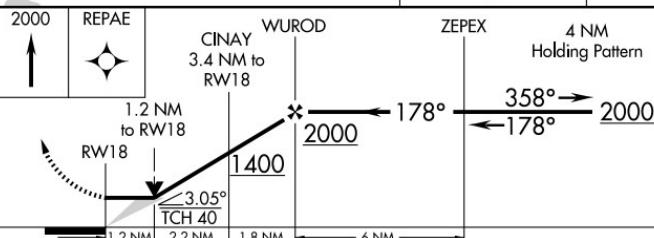
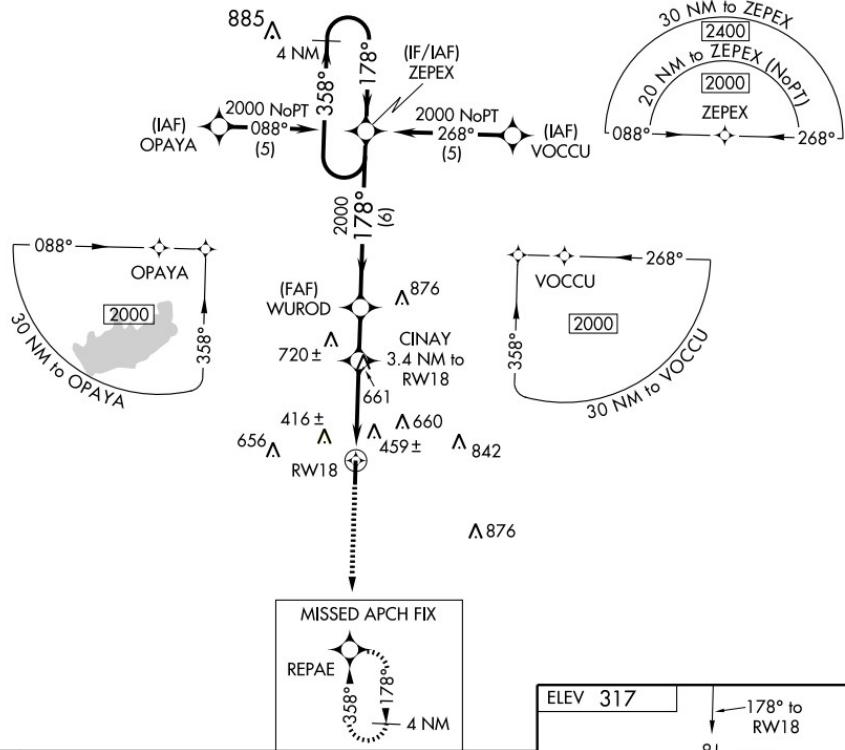
# RNAV (GPS) RWY 18

## MAGNOLIA MUNI (AGO)

APP CRS 178°	Rwy Idg 314 Apt Elev 317	Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA with El Dorado altimeter setting.	MISSIED APPROACH: Climb to 2000 direct REPAE WP and hold.
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FORT WORTH CENTER  
128.2 269.1

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	720-1 406 (500-1)		720-1½ 406 (500-1½)	NA
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	780-1½ 463 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 466 (500-1)		780-1½ 466 (500-1½)	NA
CIRCLING	820-1 503 (600-1)		820-1½ 503 (600-1½)	NA

MIRL Rwy 18-36  
REIL Rwy 18 and 36

APP CRS  
358°

Rwy Idg 5008  
TDZE 319  
Apt Elev 319

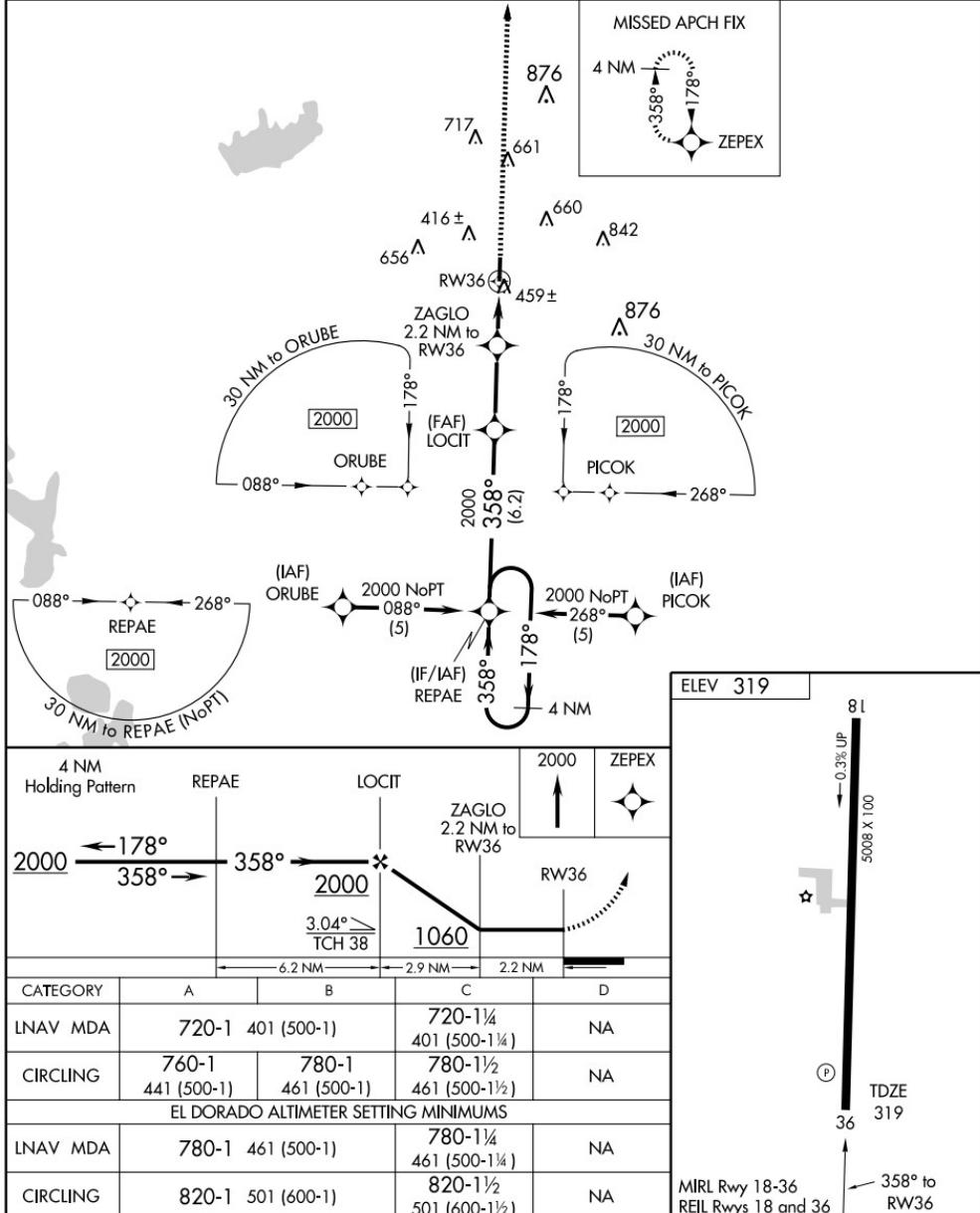
**RNAV (GPS) RWY 36**  
MAGNOLIA MUNI (AGO)

**T** Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ZEPPEX and hold.

**FORT WORTH CENTER  
128.2 269.1**

**UNICOM  
122.8 (CTAF)**



APP CRS <b>214°</b>	Rwy Idg <b>2812</b> TDZE <b>538</b> Apt Elev <b>538</b>
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# RNAV (GPS) RWY 22

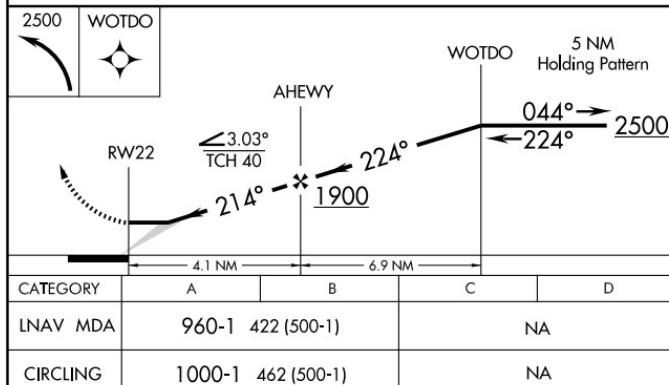
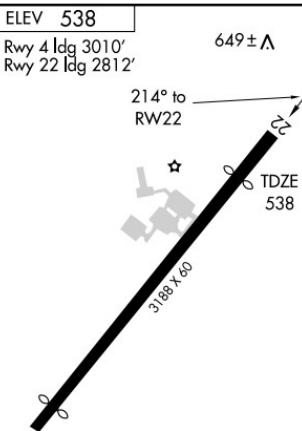
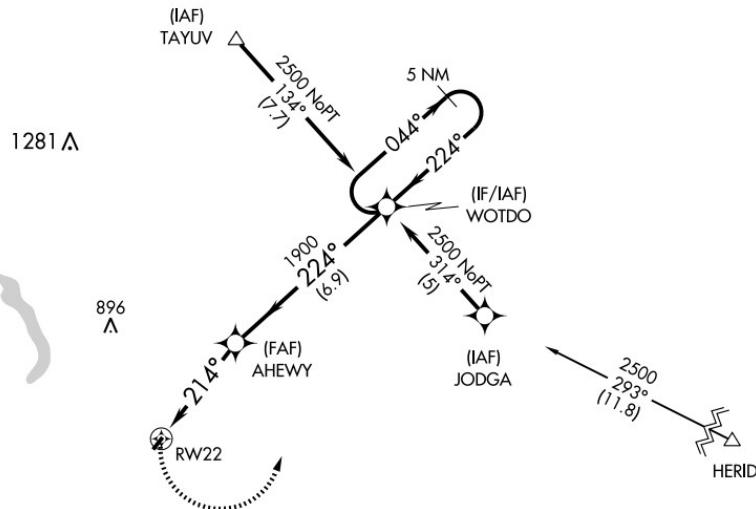
MALVERN MUNI (M78)

**T** Use Hot Springs altimeter setting; if not received,  
use Adams Field altimeter setting and increase all  
MDAs 80 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct  
WOTDO and hold.

MEMPHIS CENTER  
**128.475 377.15**

UNICOM  
**122.8 (CTAF)**



MANILA, ARKANSAS

AL-5456 (FAA)

# RNAV (GPS) RWY 18

MANILA MUNI (MXA)

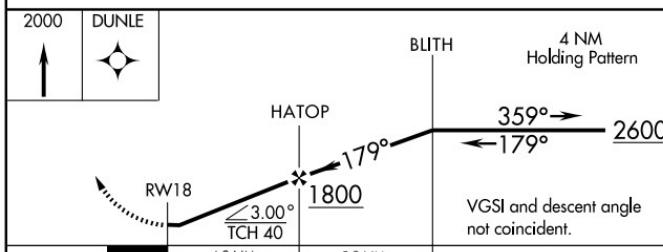
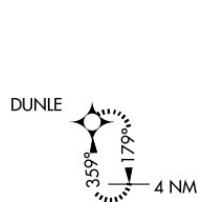
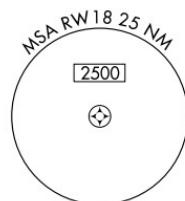
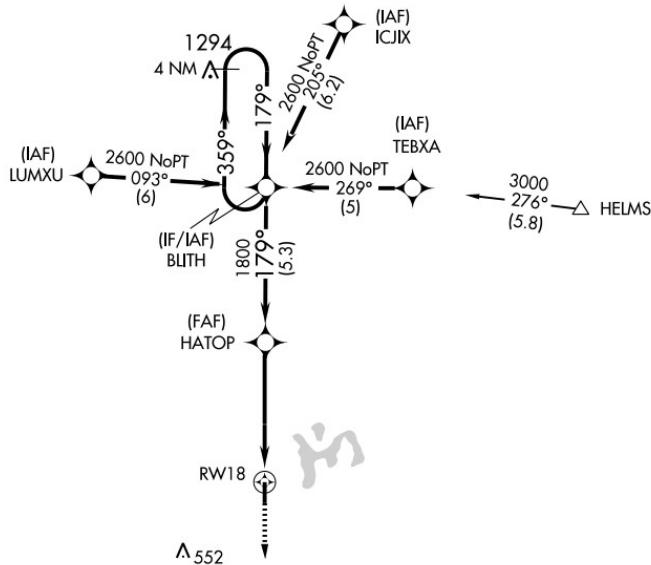
APP CRS <b>179°</b>	Rwy Idg <b>4200</b> TDZE <b>242</b> Apt Elev <b>242</b>
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▲ NA Use Blytheville Muni altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2000 direct DUNLE WP and hold.

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	640-1	398 (400-1)		NA
CIRCLING	720-1	478 (500-1)		NA

MIRL Rwy 18-36

# VOR/DME or GPS-A MC GEHEE MUNI (7M1)

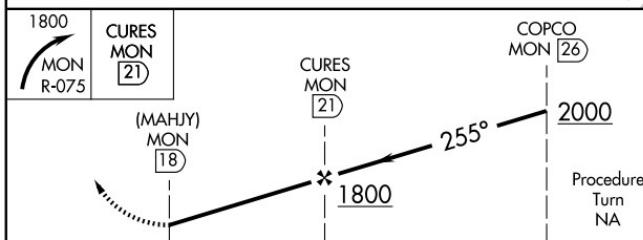
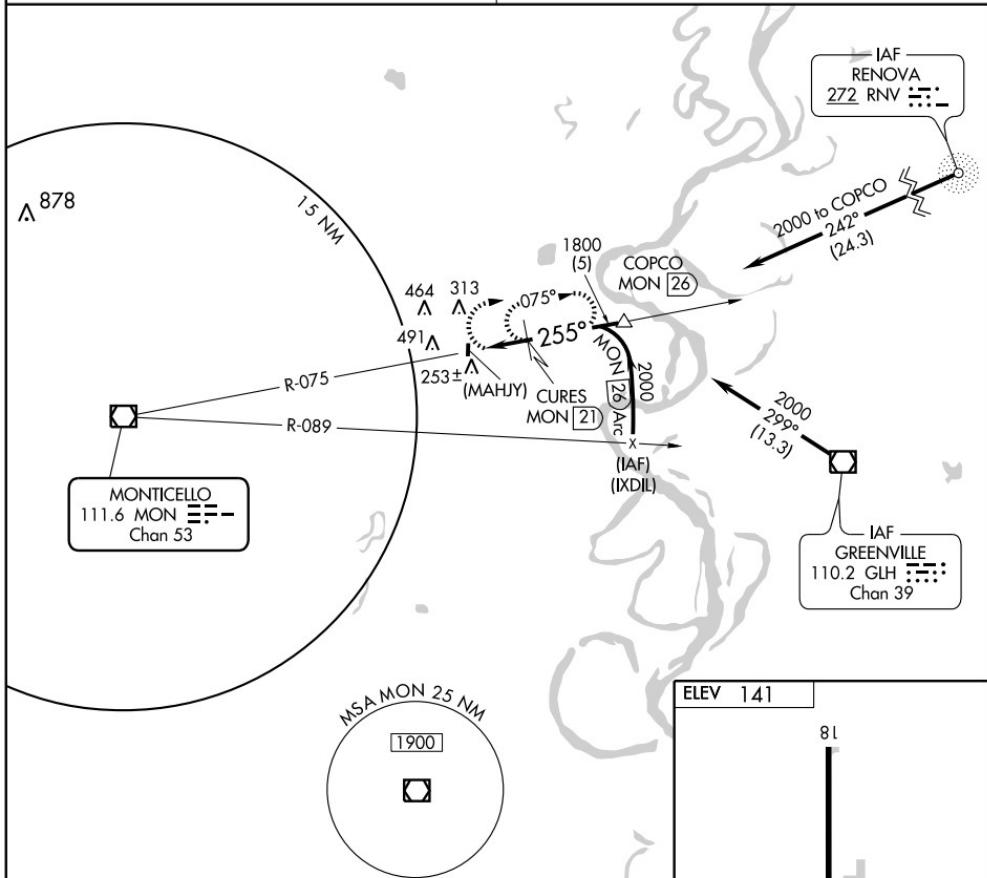
VOR/DME MON	APP CRS	Rwy Idg	N/A
<b>111.6</b>	<b>255°</b>	TDZE	N/A
Chan 53		Apt Elev	141

NA Circling West of Rwy 18-36 not authorized.  
Use Greenville, MS altimeter setting; when not available, use Greenwood, MS altimeter setting and increase all MDAs 220 feet.

MISSSED APPROACH: Climbing right turn to 1800 via MON R-075 to CURES 21 DME and hold.

MEMPHIS CENTER  
**135.875 269.35**

CTAF  
**122.9**



CATEGORY	A	B	C	D
CIRCLING	800-1 659 (700-1)		800-1½ 659 (700-1½)	NA

MIRL Rwy 18-36

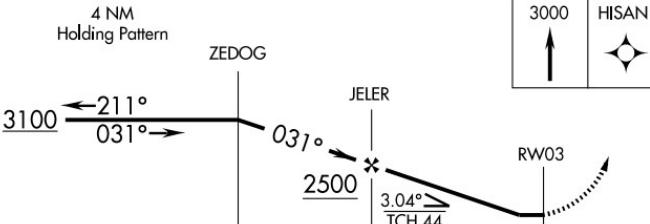
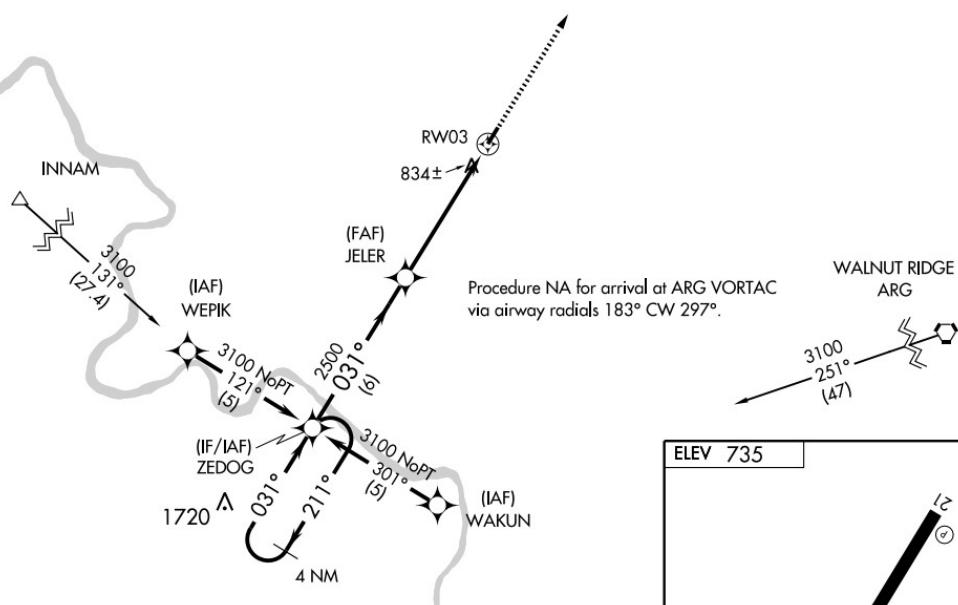
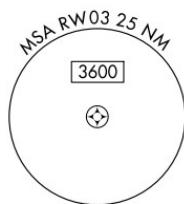
## RNAV (GPS) RWY 3

MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

APP CRS  
031°Rwy Idg   **4002**  
TDZE      **735**  
Apt Elev   **735**

▼ DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSIED APPROACH: Climb to 3000 direct HISAN and hold.

BATESVILLE REGIONAL AWOS-3  
**126.375**MEMPHIS CENTER  
**126.85 281.55**CTAF  
**122.9****122.95** ( )

CATEGORY	A	B	C	D
LNAV MDA	1300-1	565 (600-1)	1300-1½ 565 (600-1½)	NA
CIRCLING	1360-1	625 (700-1)	1360-1¾ 625 (700-1¾)	NA

## RNAV (GPS) RWY 21

MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

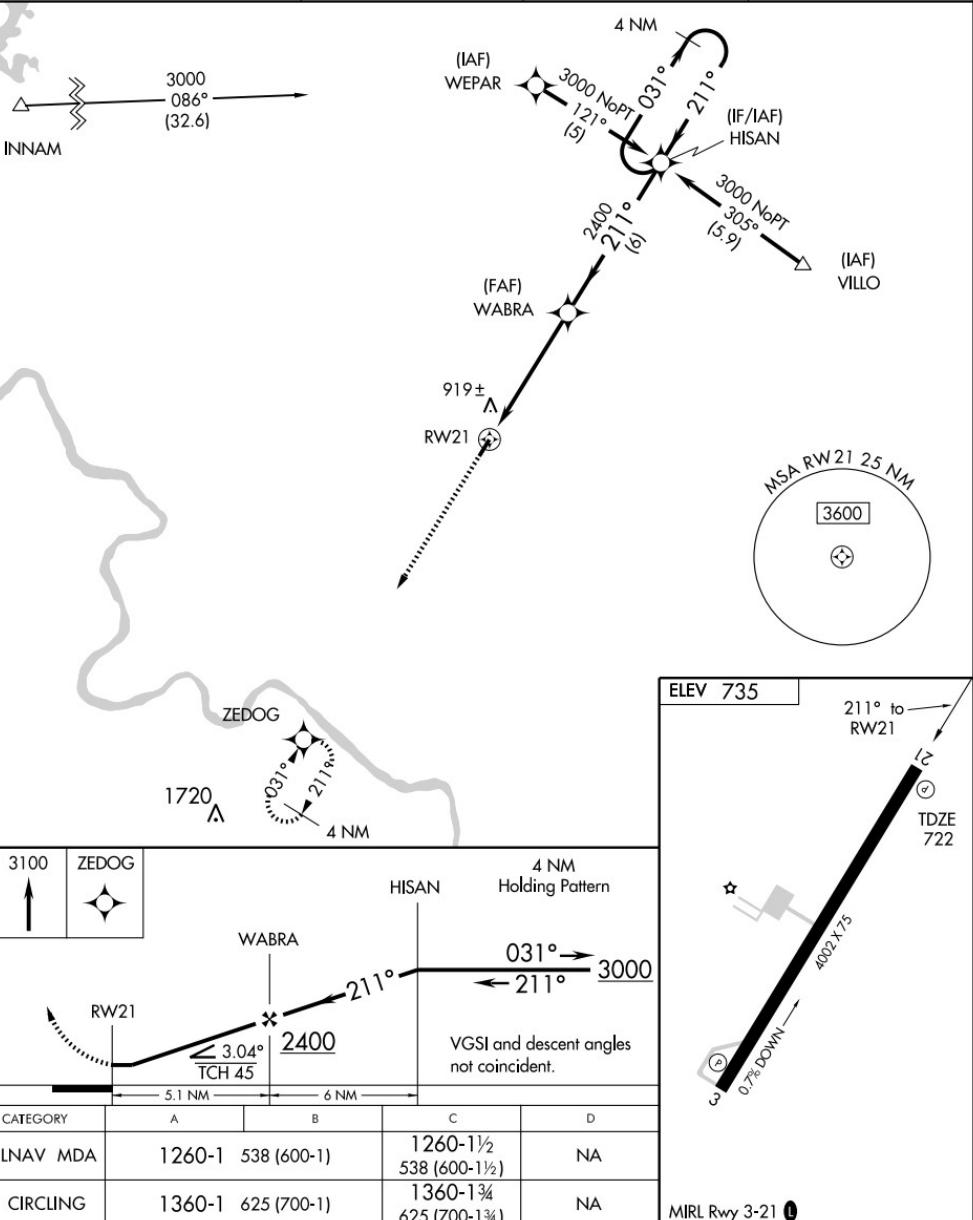
APP CRS  
211°Rwy Idg 4002  
TDZE 722  
Apt Elev 735

**V** DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSIED APPROACH: Climb to 3100 direct ZEDOG and hold.

BATESVILLE REGIONAL AWOS-3  
126.375MEMPHIS CENTER  
126.85 281.55CTAF  
122.9

122.95



09015

## AIRPORT DIAGRAM

AL-6002 (FAA)

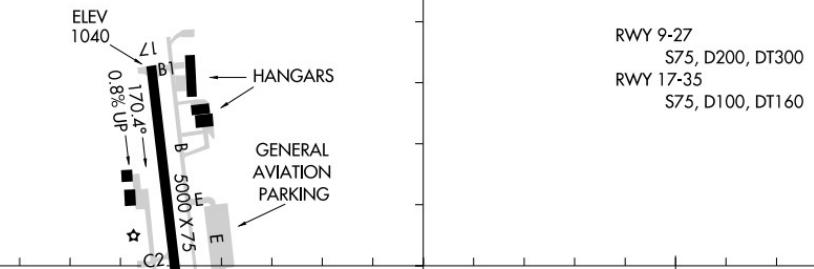
MENA INTERMOUNTAIN MUNI (MEZ)  
MENA, ARKANSAS

AWOS-3  
118.025  
CTAF/UNICOM  
122.8

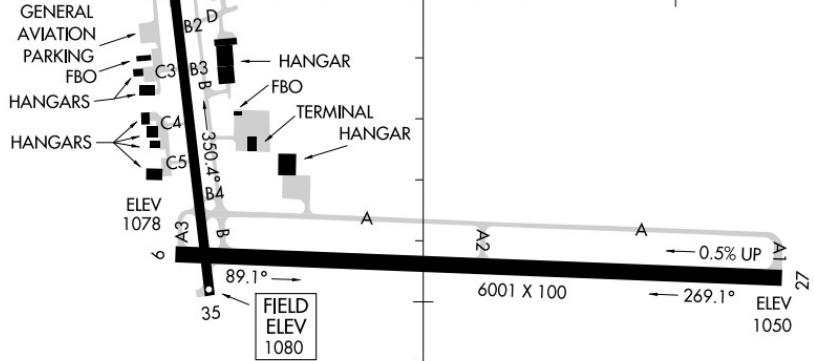
34° 34' N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



34° 33' N



34° 32' N

94° 12' W

94° 11' W

MENA, ARKANSAS

AL-6002 (FAA)

## ILS or LOC RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

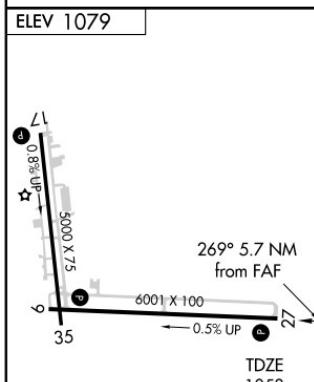
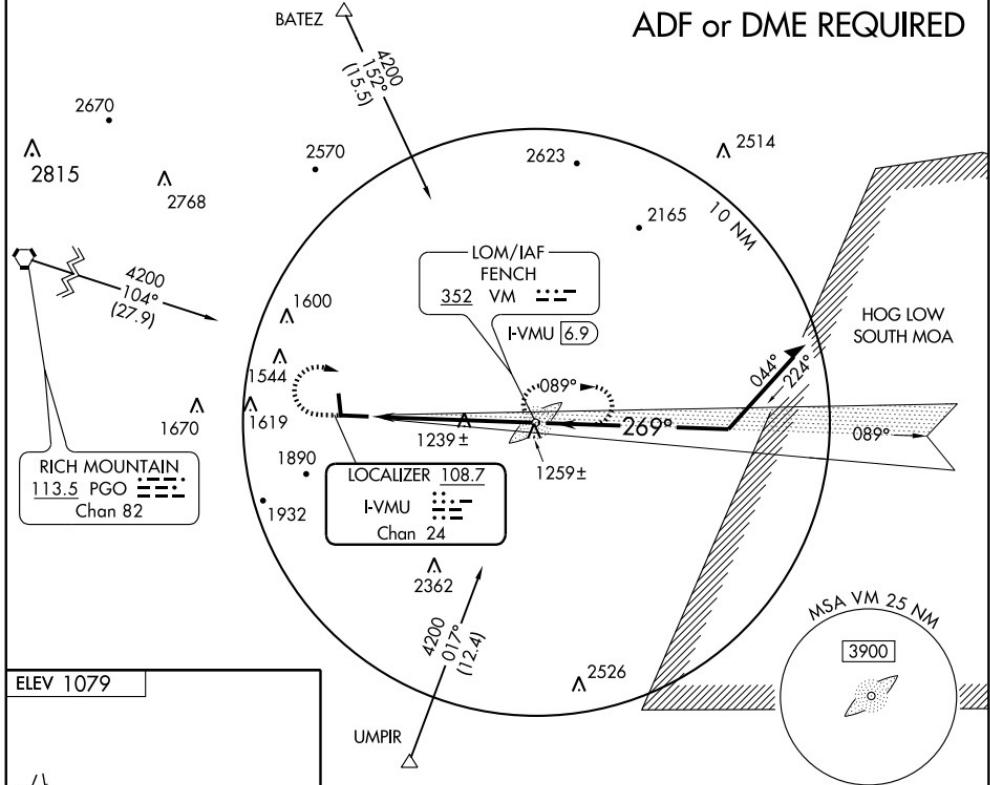
LOC/DME I-VMU <b>108.7</b> Chan 24	APP CRS <b>269°</b>	Rwy Idg <b>6001</b> TDZE <b>1058</b> Apt Elev <b>1079</b>
--	------------------------	--

V ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities  $\frac{1}{2}$  mile, S-LOC 27 Cat B visibility  $\frac{1}{4}$  mile Cat C visibility  $\frac{1}{2}$  mile and Circling Cat A/B  $\frac{1}{4}$  mile. VDP NA when using Fort Smith Rgnl altimeter setting.

MISSIED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3  
**118.025**MEMPHIS CENTER  
**126.1 269.0**UNICOM  
**122.8 (CTAF)**

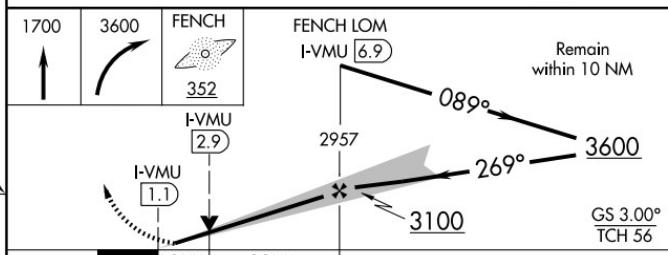
## ADF or DME REQUIRED

HIRL Rwy 9-27  
MIRL Rwy 17-35  
REIL Rwy 9, 27 and 35

FAF to MAP 5.7 NM

Knots 60 90 120 150 180

Min:Sec 5:42 3:48 2:51 2:17 1:54



CATEGORY	A	B	C	D
S-ILS 27		1458-1½ (400-1½)		NA
S-LOC 27	1660-1	602 (600-1)	1660-1¾ 602 (600-1¾)	NA
CIRCLING	1880-1 801 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

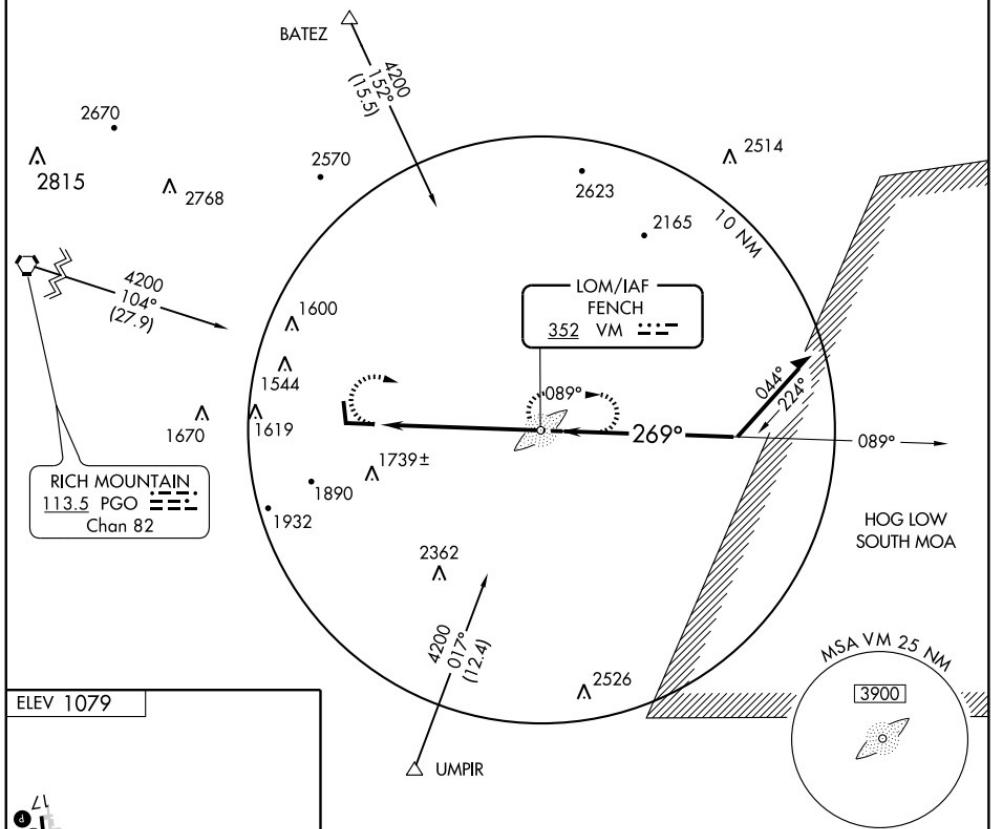
## NDB RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

LOM VM <b>352</b>	APP CRS <b>269°</b>	Rwy Idg <b>6001</b> TDZE <b>1058</b> Apt Elev <b>1079</b>
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When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities  $\frac{1}{4}$  mile, S-27 Cat C visibility  $\frac{1}{2}$  mile, and Circling Cat A/B  $\frac{1}{4}$  mile.

MISSSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.

AWOS-3  
**118.025**MEMPHIS CENTER  
**126.1 269.0**UNICOM  
**122.8 (CTAF) 0**

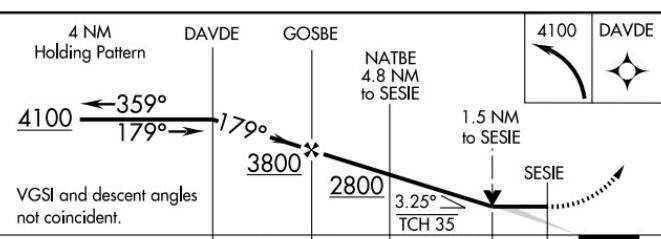
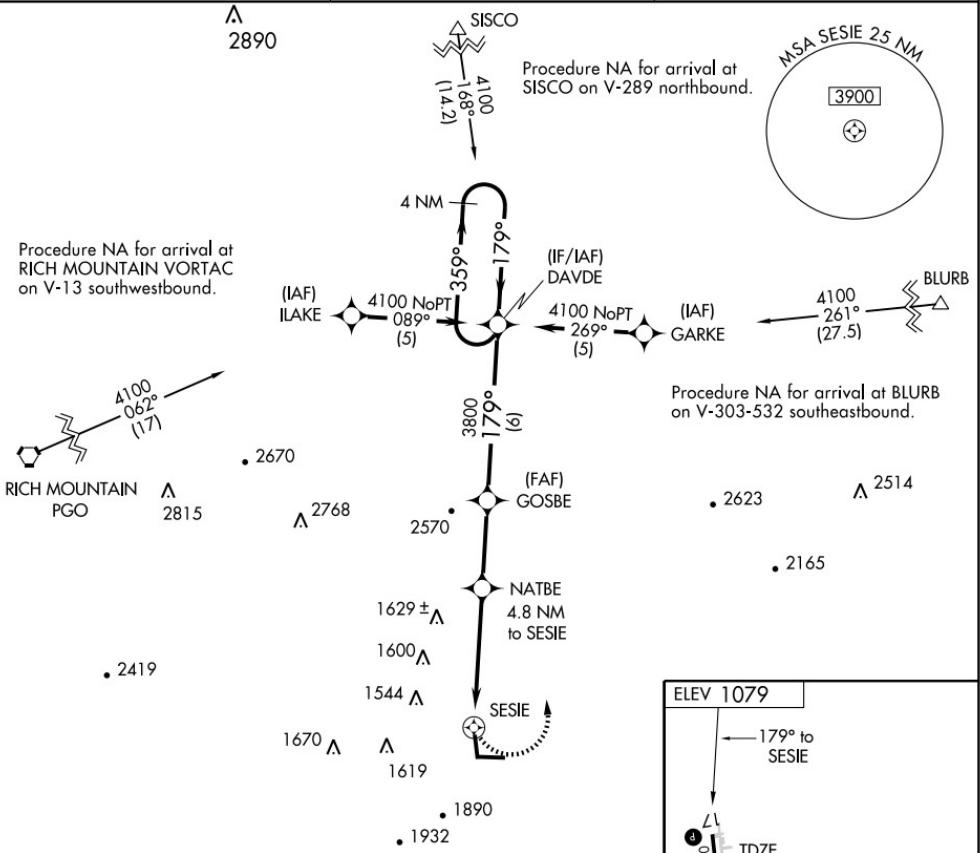
## RNAV (GPS) RWY 17

MENA INTERMOUNTAIN MUNI (MEZ)

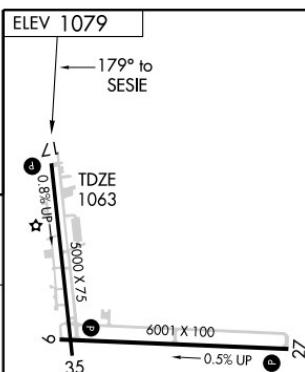
APP CRS <b>179°</b>	Rwy Idg <b>5000</b>
TDZE <b>1063</b>	Apt Elev <b>1079</b>

**T** GPS or RNP-0.3 Required.  
**A NA** DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.

AWOS-3  
**118.025**MEMPHIS CENTER  
**126.1 269.0**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
LNAV MDA	1640-1	577 (600-1)	1640-1½ 577 (600-1½)	NA
CIRCLING	1840-1 761 (800-1)	1880-1¼ 801 (900-1¼)	2000-2¾ 921 (1000-2¾)	NA



HIRL Rwy 9-27 0  
 MIRL Rwy 17-35 0  
 REIL Rwy 9, 27 and 35 0

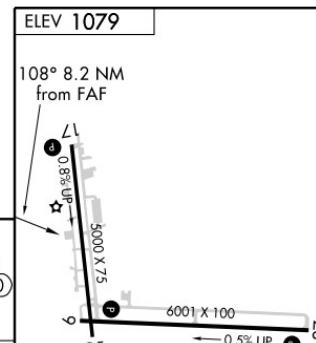
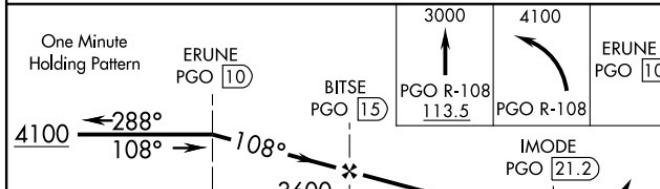
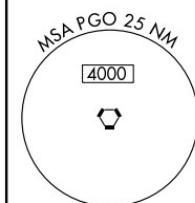
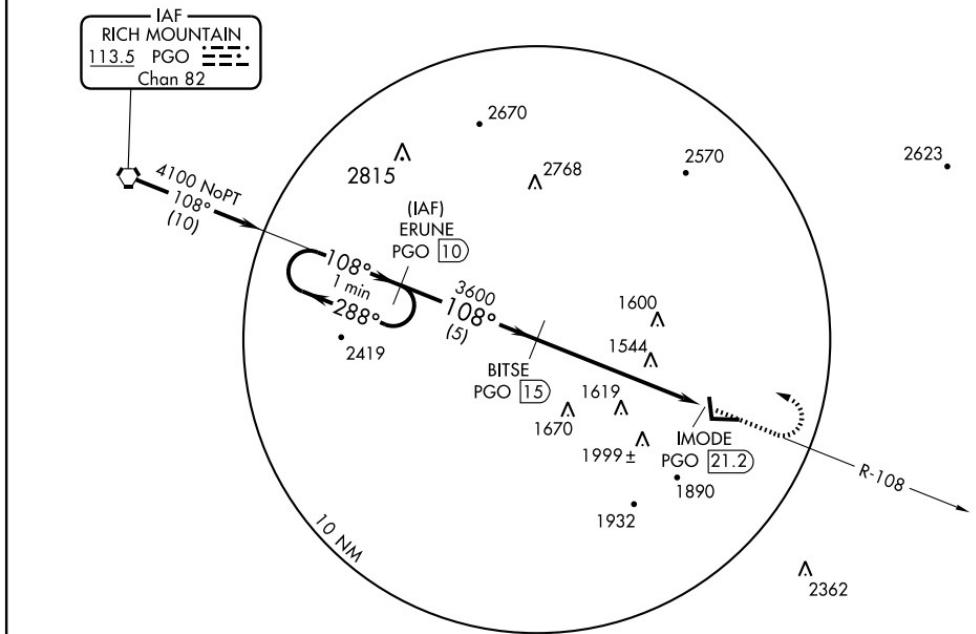
## VOR/DME-A

MENA INTERMOUNTAIN MUNI (MEZ)

VORTAC PGO <b>113.5</b>	APP CRS <b>108°</b>	Rwy Idg <b>N/A</b>
Chan 82		TDZE <b>N/A</b>
		Apt Elev <b>1079</b>

▼ If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.  
 ▲ NA

MISSSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

AWOS-3  
**118.025**MEMPHIS CENTER  
**126.1 269.0**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D	
CIRCLING	2260-1½ 1181 (1200-1½)	2260-1½ 1181 (1200-1½)	2260-3 1181 (1200-3)	NA	

HIRL Rwy 9-27 0  
 MIRL Rwy 17-35 0  
 REIL Rwy 9, 27 and 35 0

## RNAV (GPS) RWY 3

MONTICELLO MUNI/ELLIS FIELD (LLQ)

APP CRS 031°	Rwy Idg 5018
TDZE 270	Apt Elev 270

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities  $\frac{1}{4}$  mile.

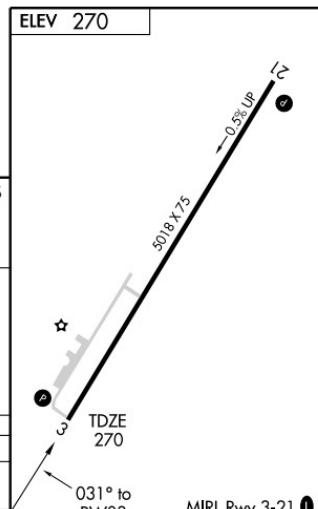
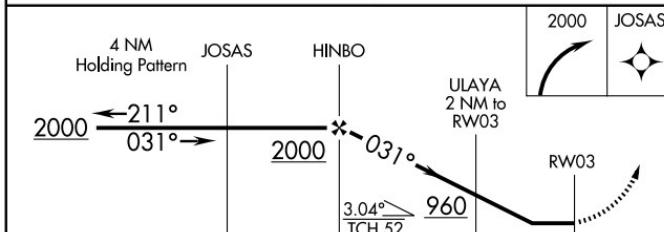
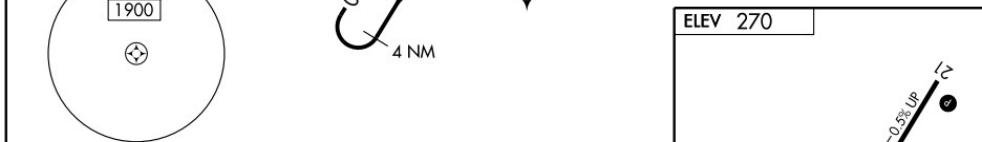
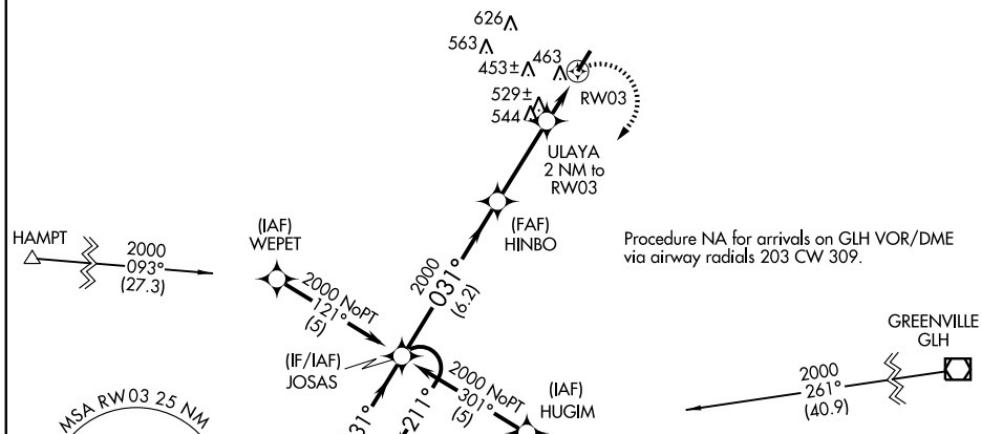
MISSSED APPROACH: Climbing right turn to 2000 direct JOSAS and hold.

ASOS  
133.325

MEMPHIS CENTER  
135.875 269.35

UNICOM  
122.8 (CTAF) 0

A 878



## RNAV (GPS) RWY 21

MONTICELLO MUNI/ELLIS FIELD (LLQ)

APP CRS <b>211°</b>	Rwy Idg <b>5018</b>
TDZE <b>268</b>	Apt Elev <b>270</b>

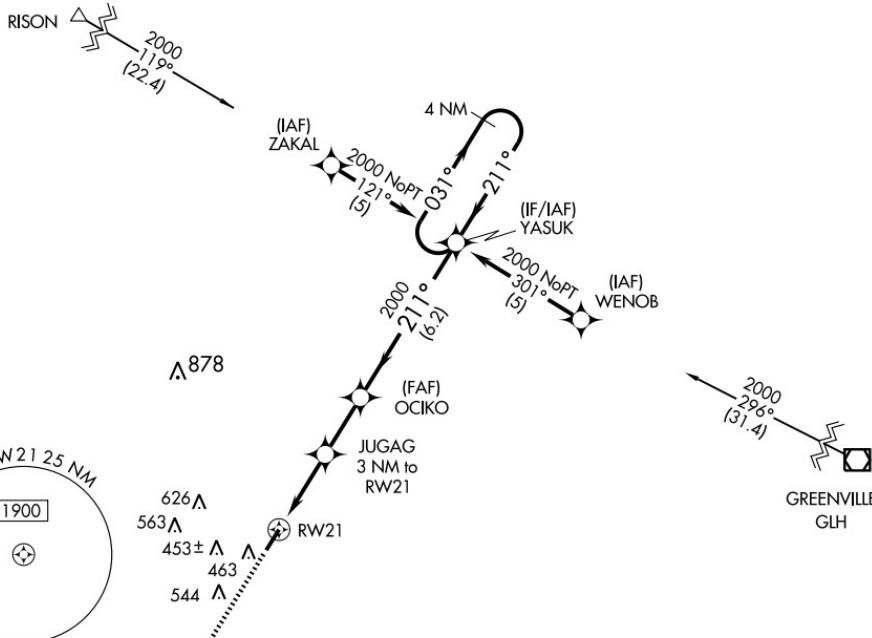
**V** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities  $\frac{1}{4}$  mile. VDP NA with Pine Bluff altimeter setting.

MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

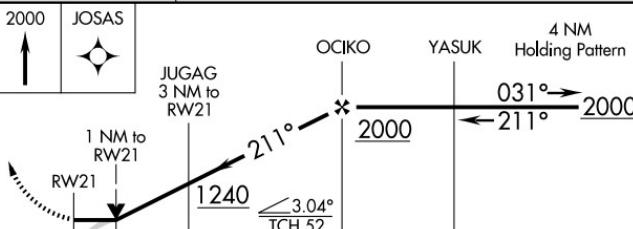
ASOS  
**133.325**

MEMPHIS CENTER  
**135.875 269.35**

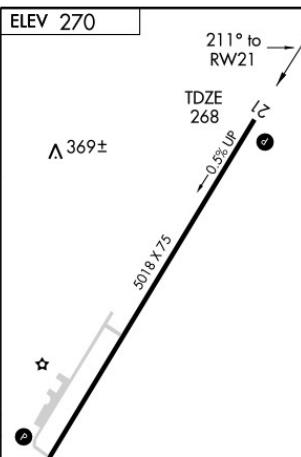
UNICOM  
**122.8 (CTAF)**



MISSING APCH FIX  
JOSAS



CATEGORY	A	B	C	D
LNAV MDA	<b>620-1 352 (400-1)</b>			NA
CIRCLING	<b>800-1 530 (600-1)</b>		<b>800-1½ 530 (600-1½)</b>	NA



MIRL Rwy 3-21

REIL Rwy 3 and 21

VOR-A

MONTICELLO MUNI/ELLIS FIELD (L.L.Q)

VOR/DME MON <b>111.6</b> Chan 53	APP CRS <b>335°</b>	Rwy Idg <b>N/A</b> TDZE Apt Elev <b>270</b>
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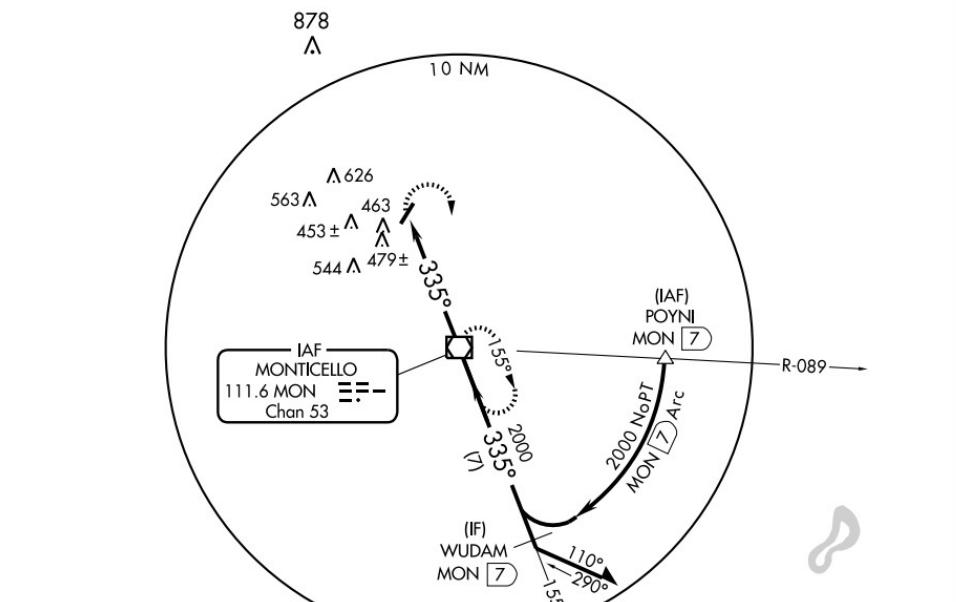
▼ When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility  $\frac{1}{4}$  mile.

MISSIED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

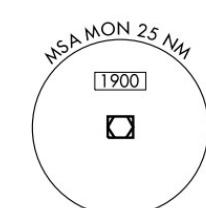
ASOS  
**133.325**

MEMPHIS CENTER  
**135.875 269.35**

UNICOM  
**122.8(CTAF)**



SC1-17 DEC 2009 to 14 JAN 2010



2500	MON
	111.6

VOR/DME  
155°  
335° 2000  
2000  
335° 2000

Remain within 10 NM

MON [4.7]

4.7 NM

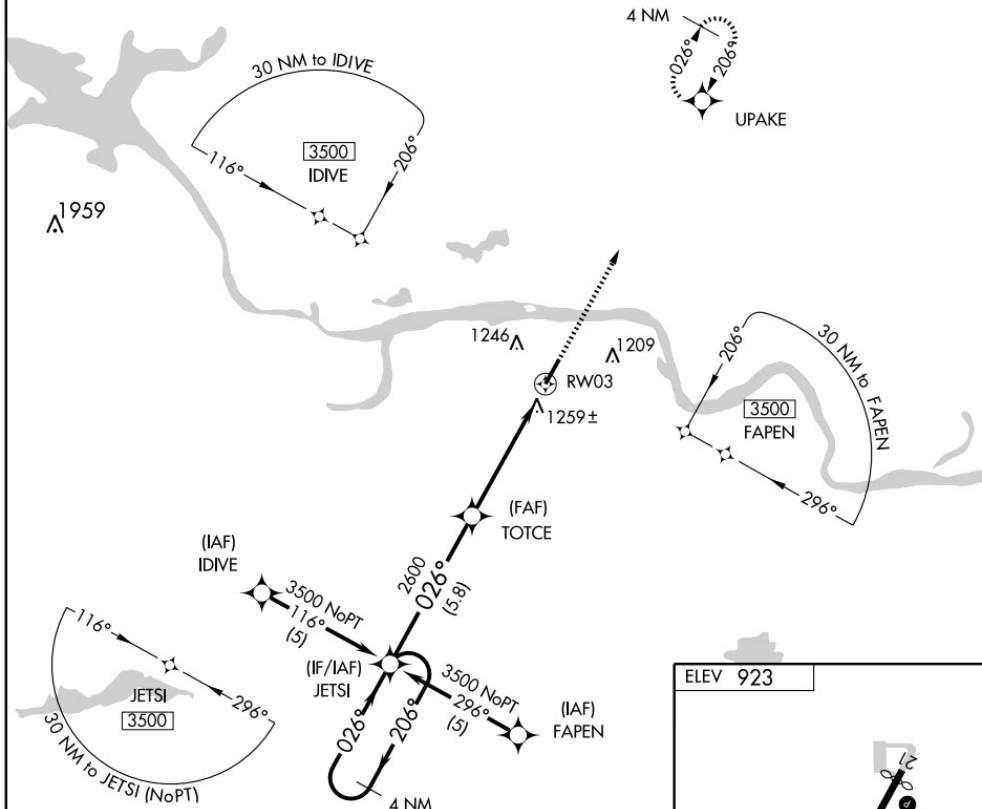
CATEGORY	A	B	C	D	FAF to MAP 4.7 NM
CIRCLING	800-1	530 (600-1)	800-1½ 530 (600-1½)	NA	Knots 60 90 120 150 180 Min:Sec 4:42 3:08 2:21 1:53 1:34



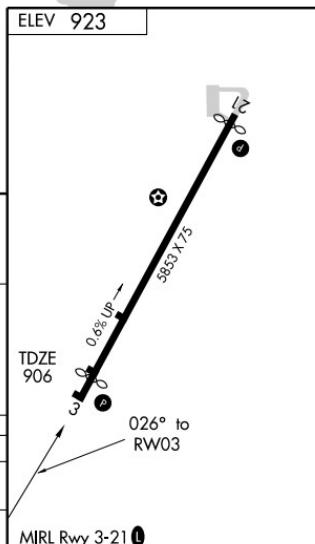
APP CRS  
026°Rwy Idg 5403  
TDZE 906  
Apt Elev 923RNAV (GPS) RWY 3  
MORRILTON/PETIT JEAN PARK (MPJ)

▼ Use Russellville altimeter setting.  
 ▲ NA Procedure NA at night.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER  
128.475 377.15CTAF  
122.9 0

CATEGORY	A	B	C	D
LNAV MDA	1620-1	714 (800-1)	1620-2	NA
CIRCLING	1660-1 737 (800-1)	1720-1 1/4 797 (800-1 1/4)	1720-2 1/4 797 (800-2 1/4)	NA



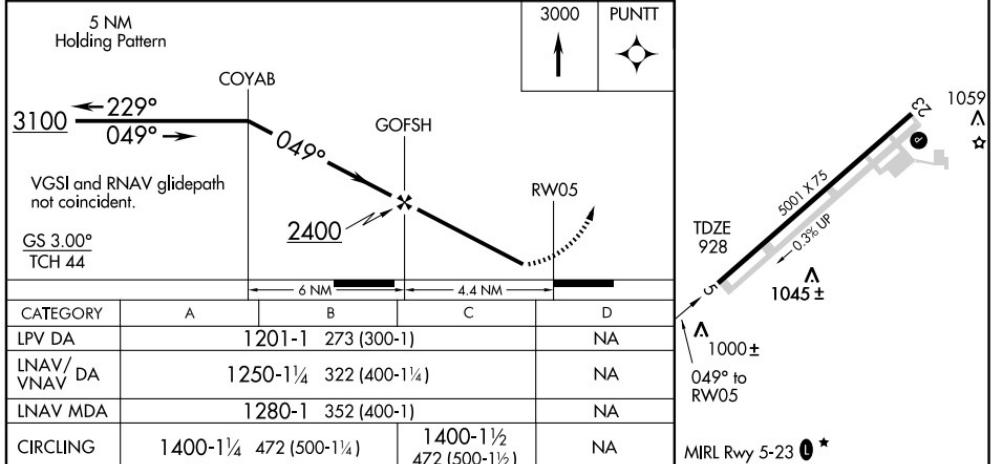
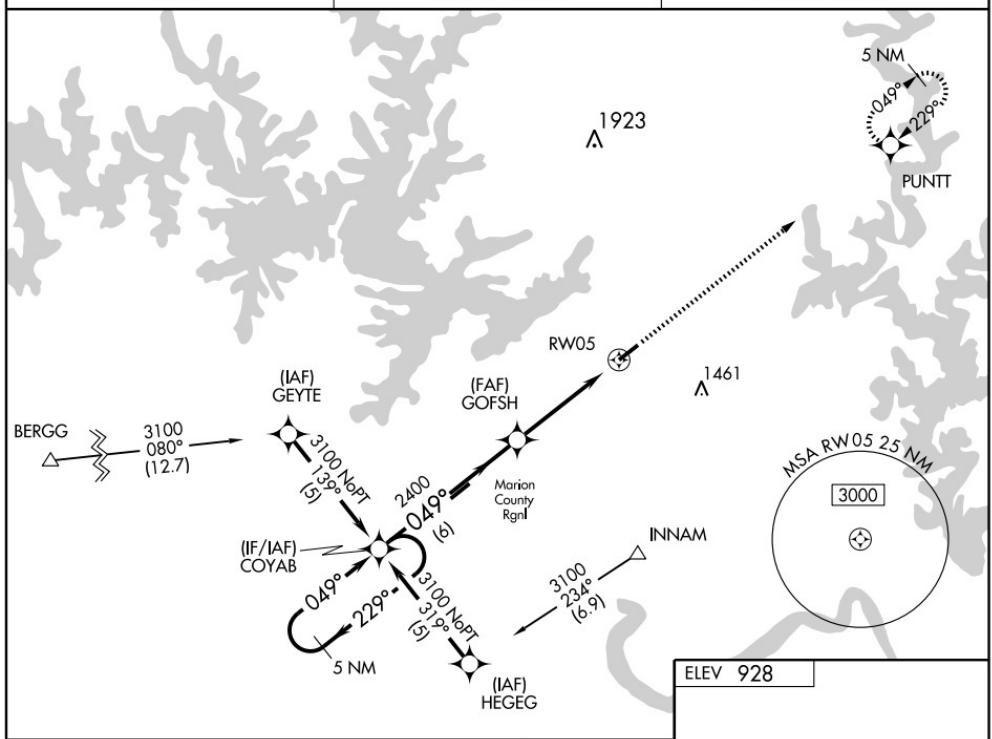


## RNAV (GPS) RWY 5

MOUNTAIN HOME/ OZARK RGNL (BPK)

WAAS Ch 69300 W05A	APP CRS 049°	Rwy Idg 5001 928 Apt Elev 928
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**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F)  
**A** or above 95°C (203°F). If local altimeter setting not received, use Flippin  
 altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when  
 using Flippin altimeter setting.

MISSSED APPROACH: Climb to 3000  
direct PUNTT and hold.ASOS  
133.975MEMPHIS CENTER  
126.85 281.55UNICOM  
123.0 (CTAF) 1 \*

APP CRS      **Rwy 1dg**      **5001**  
**229°**      **TDZE**      **919**  
                **Apt Elev**      **928**

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** If local altimeter setting not received, use Flippin altimeter setting  
and increase all MDAs 60 feet.

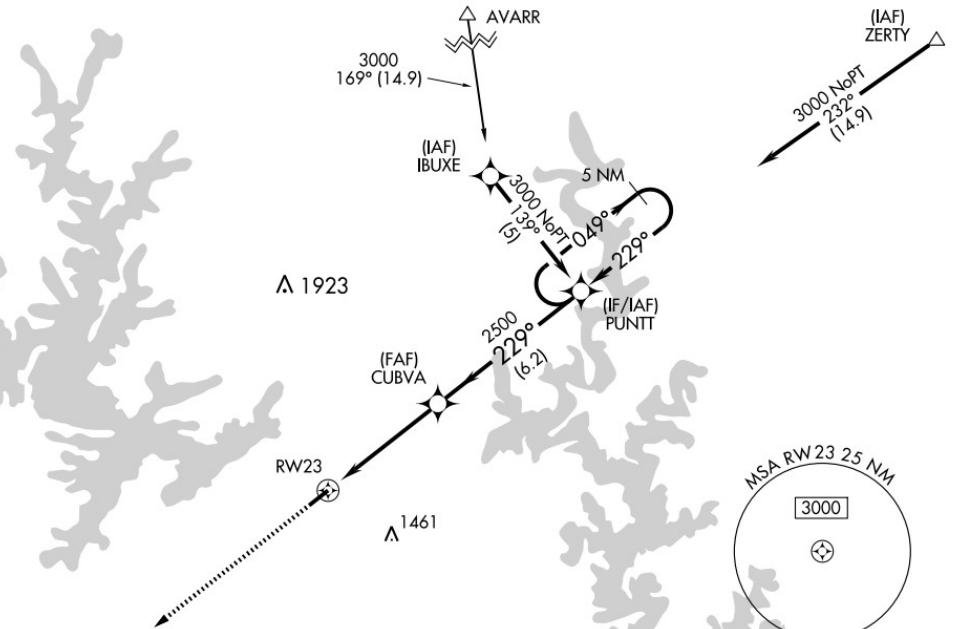
**RNAV (GPS) RWY 23**  
MOUNTAIN HOME/ OZARK RGNL (BPK)

MISSED APPROACH: Climb to 3100 direct COYAB and hold

ASOS  
133.975

MEMPHIS CENTER  
126.85 281.55

UNICOM  
123.0 (CTAF) 0 \*



COYAB  
049°  
229°  
5 NM

3100 COYAB

This figure shows a portion of an aeronautical chart. It includes the following elements:

- RW23:** A runway segment starting from the bottom left.
- CUBVA:** An airway or route marker located above the runway.
- PUNTT:** A point or station marker located at the top right.
- VGSIs:** Vertical Guide Surface Indicators, represented by dashed lines extending downwards from the runway and airway markers.
- Descent Angles:** Labels indicating descent angles:  $229^\circ$  for the runway and  $229^\circ$  for the airway.
- Altitude:** The altitude at the intersection of the runway and airway is marked as 2500.
- True Course:** The true course between CUBVA and PUNTT is labeled as 049°.
- Distance:** The distance between CUBVA and PUNTT is indicated as 3.04 NM.
- Runway Length:** The length of RW23 is indicated as 4.8 NM.
- TCH 45:** A label near the runway end.
- Vertical Labels:** "VGSI and descent angles not coincident" is written vertically along the right side of the chart.

CATEGORY	4.8 NM		6.2 NM		C	D
	A	B				
LNAV MDA	1360-1	441 (500-1)		1360-1½ 441 (500-1½)		NA
CIRCLING	1400-1	472 (500-1)		1400-1½ 472 (500-1½)		NA

ELEV. 929

JOURNAL OF CLIMATE

A  
1000

MIRL Rwy 5-23 L \*

MOUNTAIN HOME, ARKANSAS

AL-5406 (FAA)

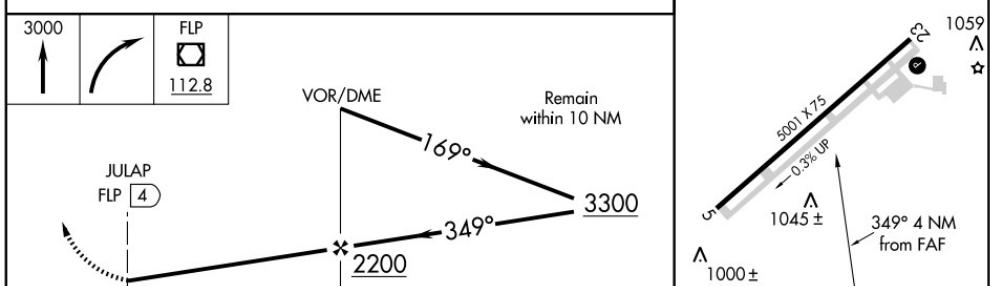
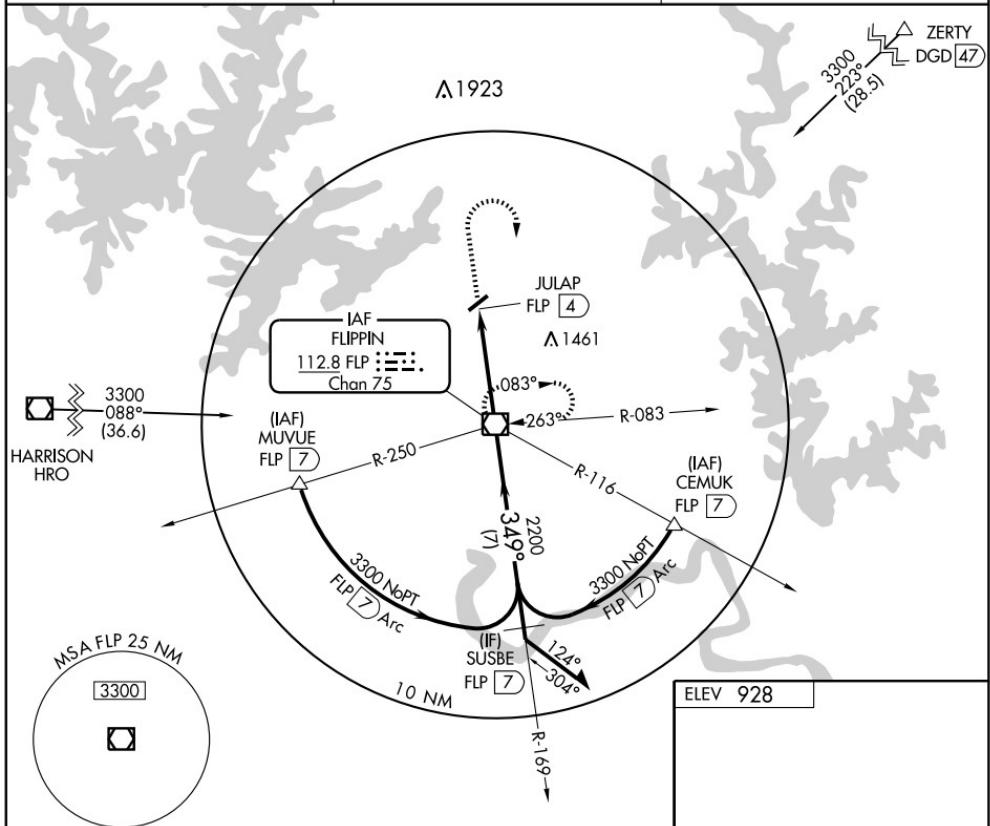
VOR-A

MOUNTAIN HOME/ OZARK RGNL (BPK)

VOR/DME FLP	APP CRS	Rwy Idg	N/A
<b>112.8</b>	<b>349°</b>	TDZE	N/A
Chan 75		Apt Elev	928

**T** When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility  $\frac{1}{2}$  mile.

**A** MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

ASOS  
133.975MEMPHIS CENTER  
126.85 281.55UNICOM  
123.0 (CTAF) 0\*

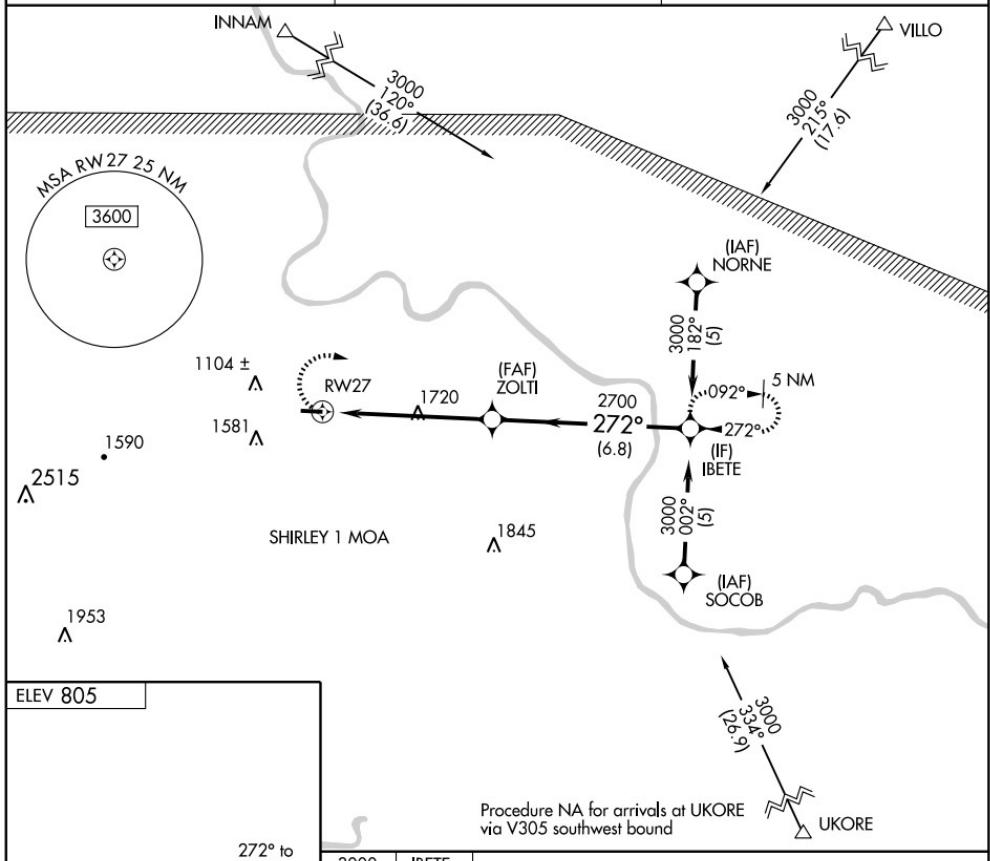
CATEGORY	FAF to MAP 4 NM					
	Knots	60	90	120	150	180
CIRCLING	1460-1 532 (600-1)	1460-1½ 532 (600-1½)	NA			
	Min:Sec	4:00	2:40	2:00	1:36	1:20

## RNAV (GPS) RWY 27

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

APP CRS 272°	Rwy Idg TDZE Apt Elev	4502 796 805
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V Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.	MISSIED APPROACH: Climbing right turn to 3000 direct IBETE and hold.
NA Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.	

MARION COUNTY AWOS-3  
132.075MEMPHIS CENTER  
126.85 281.55UNICOM  
122.7 (CTAF)

CATEGORY	A	B	C	D
LNAV MDA	2120-1½ 1324 (1400-1½)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1½ 1315 (1400-1½)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

NEWPORT, ARKANSAS

AL-5843 (FAA)

# RNAV (GPS) RWY 18

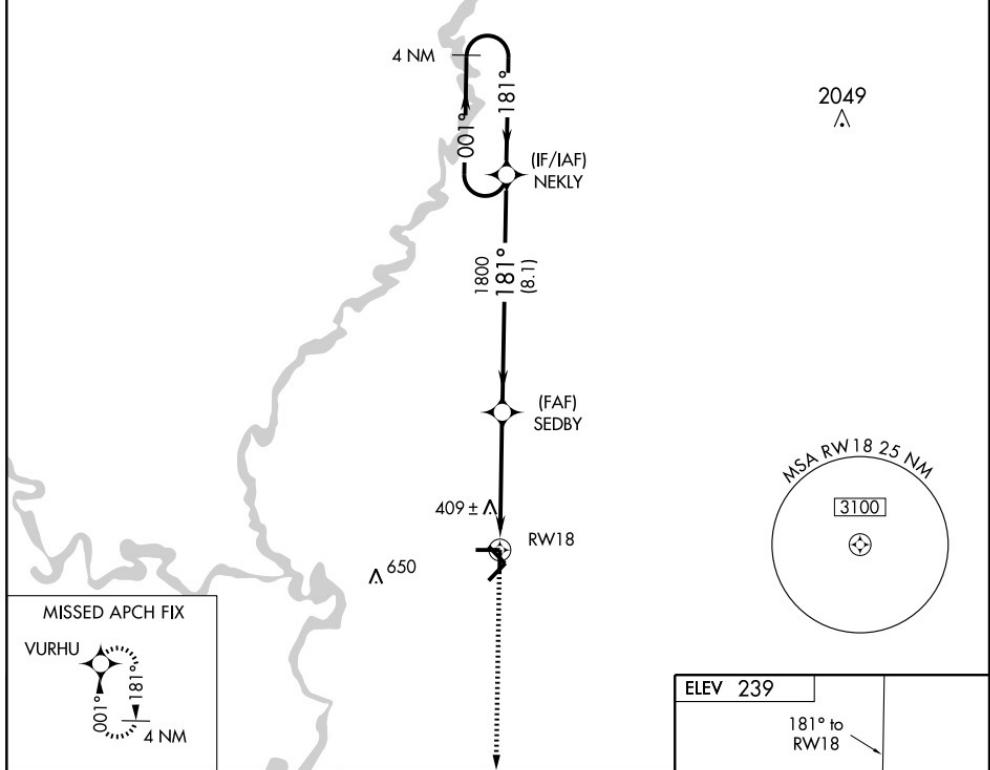
NEWPORT MUNI (M19)

WAAS CH 66008 W18A	APP CRS 181°	Rwy Idg 5002 TDZE 239 Apt Elev 239
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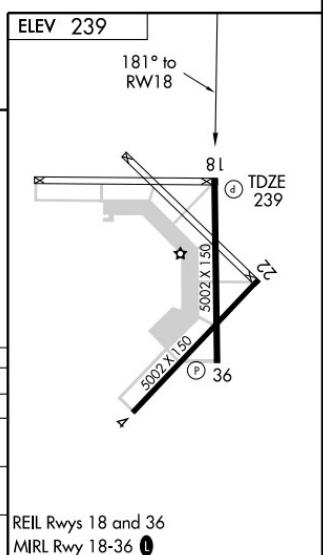
**T** When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities  $\frac{1}{2}$  mile all Cts, LNAV/VNAV visibilities  $\frac{1}{2}$  mile all Cts, LNAV Cts C and D visibilities  $\frac{1}{4}$  mile, circling Cat C visibilities  $\frac{1}{4}$  mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

**MISSSED APPROACH:** Climb to 3000 direct VURHU and hold.

ASOS 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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3000	VURHU	NEKLY	4 NM Holding Pattern
*1.3 NM to RW18			
LNAV only			
181° to RW18			
RW18	SEDBY	001° → 3000	
1.3	3.4 NM	8.1 NM	
1800	181°	181°	
GS 3.00°	TCH 44		
CATEGORY	A	B	C
LPV DA	489- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/ VNAV DA	759-1 $\frac{1}{4}$	520 (600-1 $\frac{1}{4}$ )	
LNAV MDA	700-1 461 (500-1)	700-1 $\frac{1}{4}$ 461 (500-1 $\frac{1}{4}$ )	700-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )
CIRCLING	760-1 521 (600-1)	760-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$ )	800-2 561 (600-2)



NEWPORT, ARKANSAS

AL-5843 (FAA)

WAAS CH <b>70708</b>	APP CRS <b>001°</b>	Rwy Idg <b>5002</b> TDZE <b>239</b> Apt Elev <b>239</b>
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# RNAV (GPS) RWY 36

NEWPORT MUNI (M19)

Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities  $\frac{1}{2}$  mile all Cats, LNAV Cats C and D visibilities  $\frac{1}{4}$  mile, circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

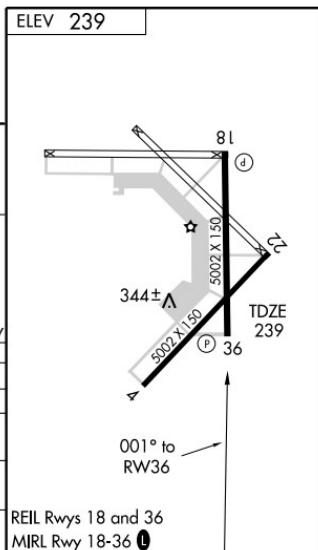
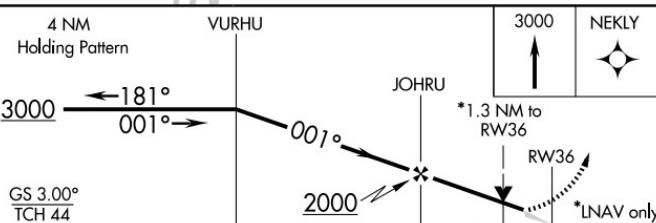
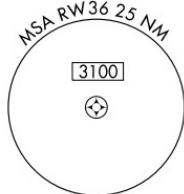
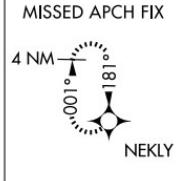
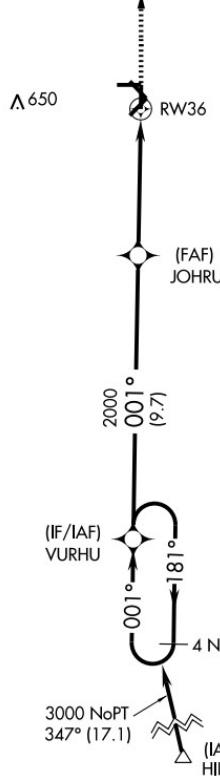
ASOS  
**118.15**

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**122.8 (CTAF)**

1234 A

Procedure NA for arrivals at Hille via V69 southbound.



CATEGORY	A	B	C	D
LPV DA		489- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/ VNAV DA		614- $\frac{1}{4}$	375 (400- $\frac{1}{4}$ )	
LNAV MDA	700-1	461 (500-1)	700-1 $\frac{1}{4}$ 461 (500-1 $\frac{1}{4}$ )	700-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )
CIRCLING	760-1	521 (600-1)	760-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$ )	800-2 561 (600-2)

NEWPORT, ARKANSAS

AL-5843 (FAA)

# VOR/DME RWY 18

NEWPORT MUNI (M19)

VORTAC ARG 114.5 Chan 92	APP CRS 197°	Rwy Idg 5002 TDZE 239 Apt Elev 239
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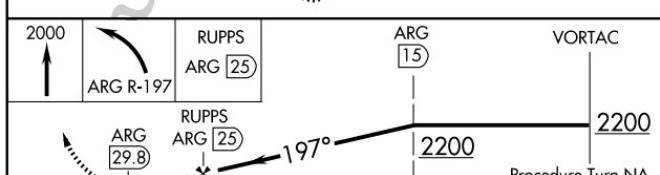
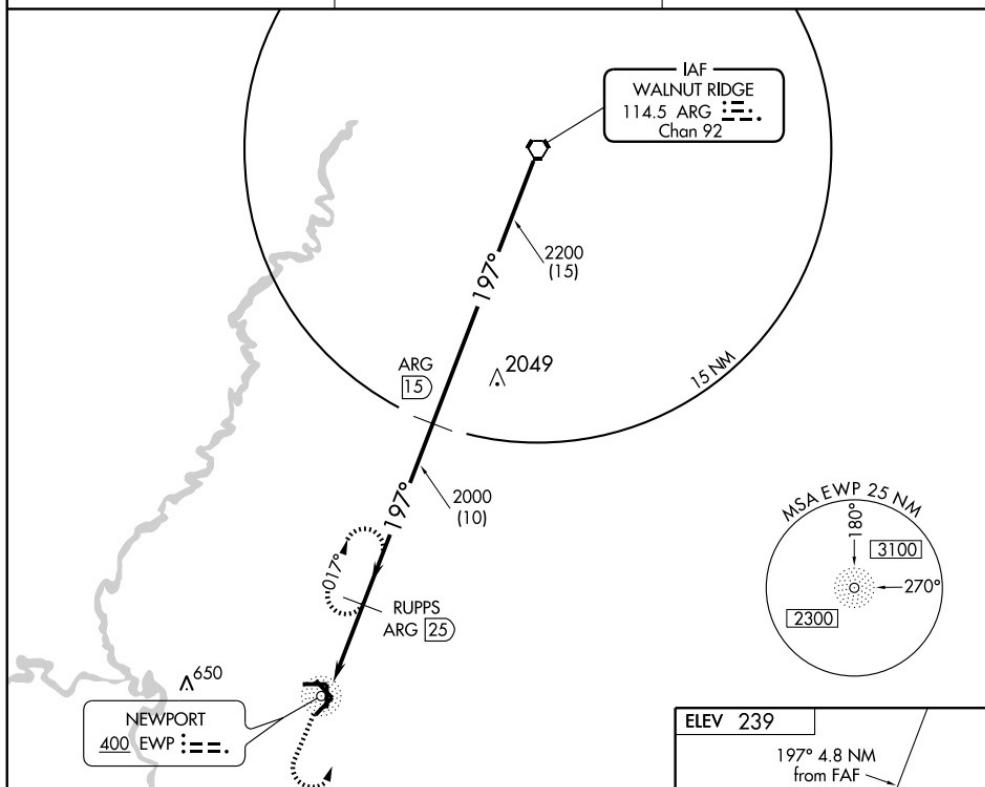
T Obtain local altimeter setting on CTAF; if not received, use Batesville Rgnl altimeter setting.  
 A NA

MISSED APPROACH: Climb to 2000 then left turn via ARG VORTAC R-197 to RUPPS 25 DME and hold.

ASOS  
118.15

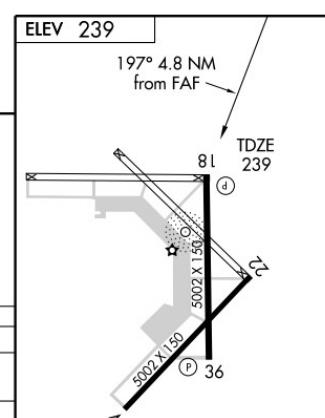
MEMPHIS CENTER  
120.075 289.4

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-18	1300-1 1/4 1061 (1100-1 1/4)	1300-1 1/2 1061 (1100-1 1/2)	1300-3 1061 (1100-3)	
CIRCLING	1300-1 1/4 1061 (1100-1 1/4)	1300-1 1/2 1061 (1100-1 1/2)	1300-3 1061 (1100-3)	

BATESVILLE ALTIMETER SETTING MINIMUMS				
S-18	1400-1 1/4 1161 (1200-1 1/4)	1400-1 1/2 1161 (1200-1 1/2)	1400-3 1161 (1200-3)	
CIRCLING	1400-1 1/4 1161 (1200-1 1/4)	1400-1 1/2 1161 (1200-1 1/2)	1400-3 1161 (1200-3)	
Knots	60	90	120	150
Min:Sec				



REIL Rwy 18 and 36  
MIRL Rwy 18-36 0

LOC/DME I-ORK	APP CRS	Rwy Idg	<b>5002</b>
<b>111.9</b>	<b>053°</b>	TDZE	<b>541</b>
Chan 56		Apt Elev	<b>545</b>

**T** Use Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

LITTLE ROCK APP CON  
**119.5 306.2**

CLNC DEL  
**121.6**

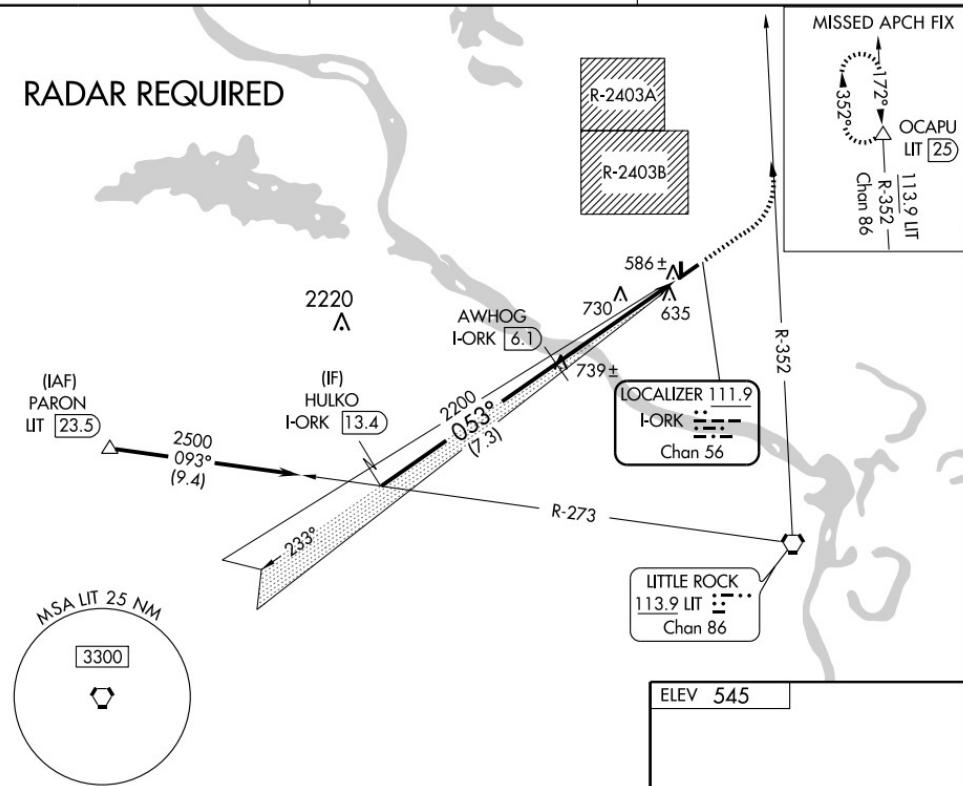
# LOC/DME RWY 5

## NORTH LITTLE ROCK MUNI (ORK)

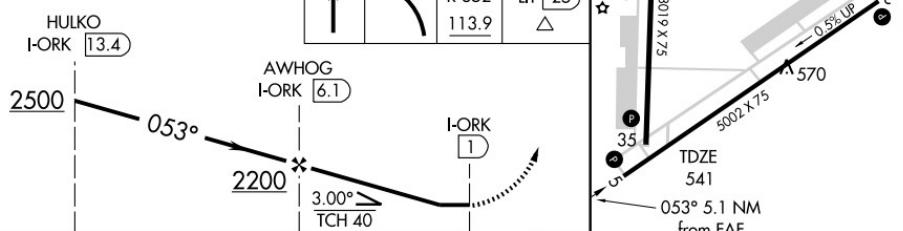
MISSSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

UNICOM  
**122.8 (CTAF) 0**

### RADAR REQUIRED



Use I-ORK DME when on the localizer course.



### CATEGORY

A

B

C

D

S-LOC 5

980-1 439 (500-1)

980-1 1/4  
439 (500-1 1/4)

NA

CIRCLING

1040-1 495 (500-1)

1040-1 1/2  
495 (500-1 1/2)

NA

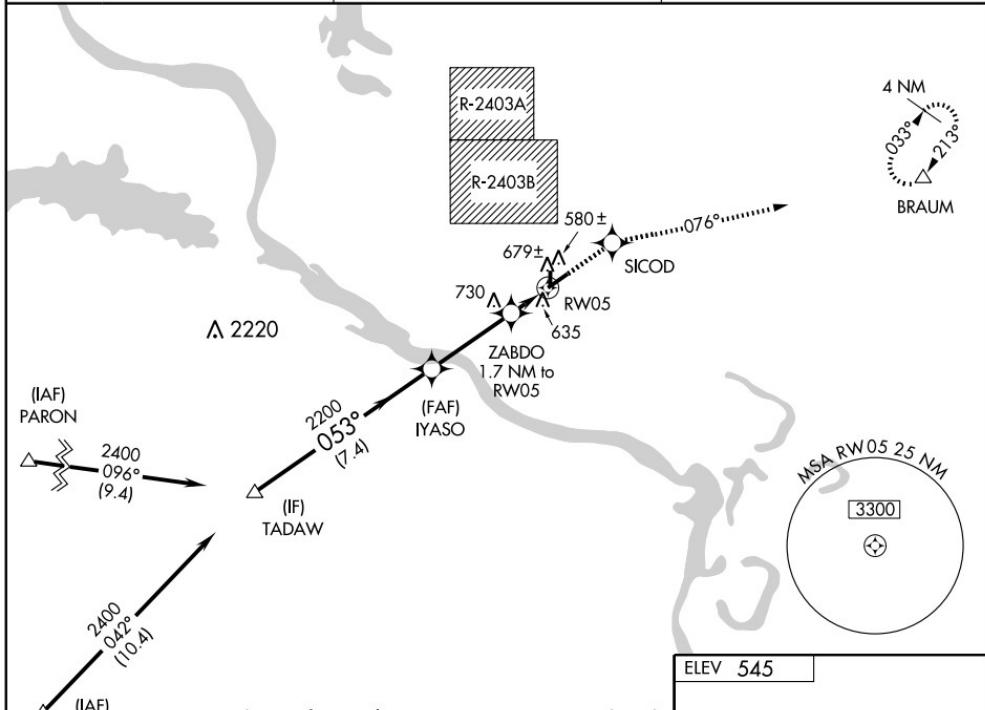
REIL Rwy 5, 17, and 23 0  
MIRL Rwy 5-23 and 17-35 0

WAAS CH <b>58106</b>	APP CRS <b>053°</b>	Rwy Idg <b>5002</b> <b>541</b> Apt Elev <b>545</b>
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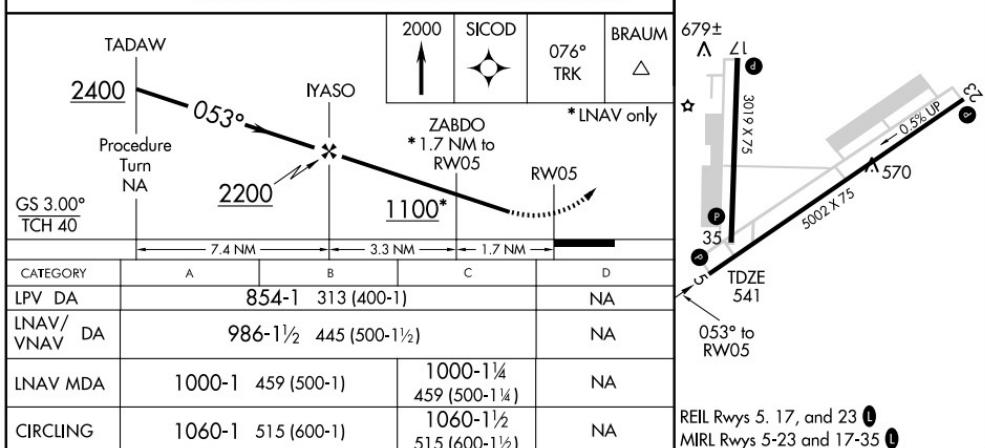
# RNAV (GPS) RWY 5

## NORTH LITTLE ROCK MUNI (ORK)

<b>T</b> <b>NA</b> DME/DME RNP-0.3 NA. Use Little Rock/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.	<b>MISSSED APPROACH:</b> Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.
LITTLE ROCK APP CON <b>119.5 306.2</b>	CINCE DEL <b>121.6</b>



Procedure NA for arrivals at BEGAN via V124-573 westbound.  
Procedure NA for arrivals at PARON via V532 westbound.



# RNAV (GPS) RWY 35

## NORTH LITTLE ROCK MUNI (ORK)

APP CRS  
358°

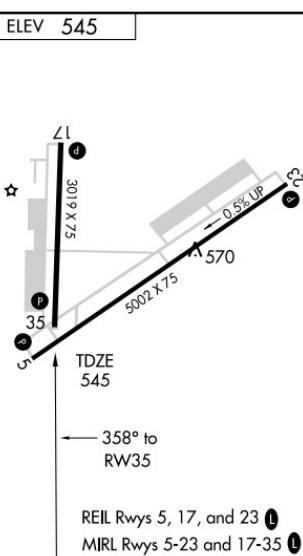
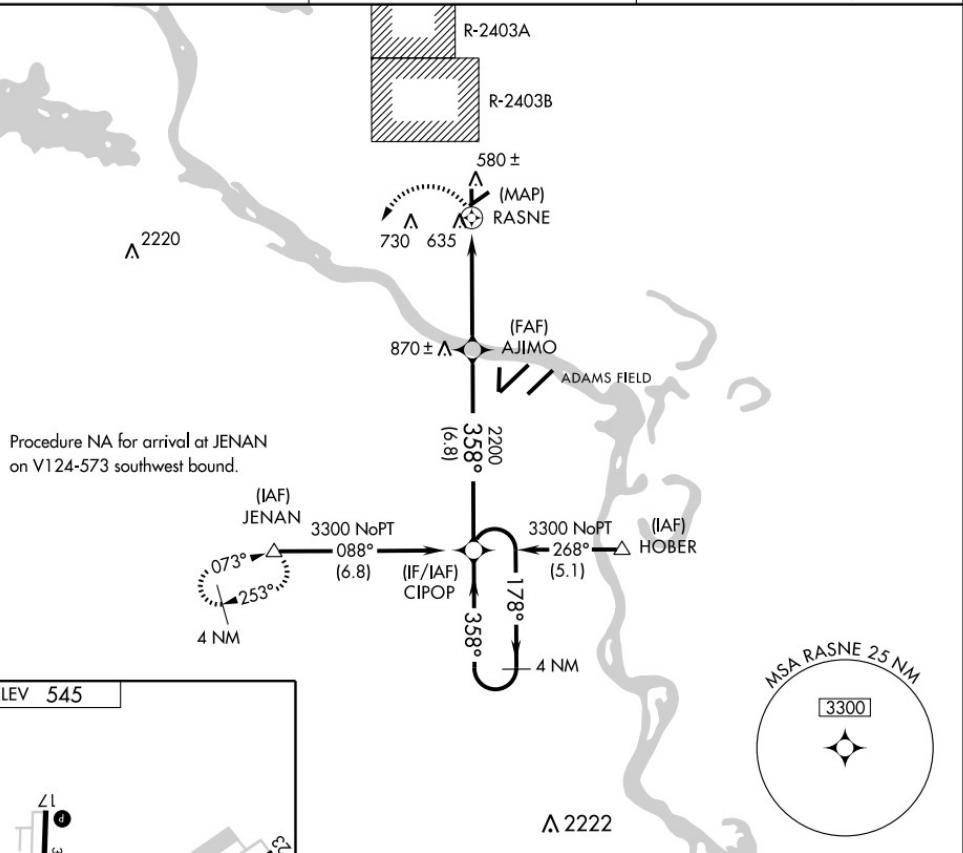
Rwy Idg 3019  
TDZE 545  
Apt Elev 545

**T** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
**A NA** Circling Rwy 17 NA at night. Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Adams Field altimeter setting.

LITTLE ROCK APP CON  
**119.5 306.2**

CLNC DEL  
**121.6**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	960-1	415 (500-1)	960-1½ 415 (500-1½)	NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

## VOR RWY 35

NORTH LITTLE ROCK MUNI (ORK)

VORTAC LIT 113.9 Chan 86	APP CRS 332°	Rwy Idg 3009 TDZE 545 Apt Elev 545
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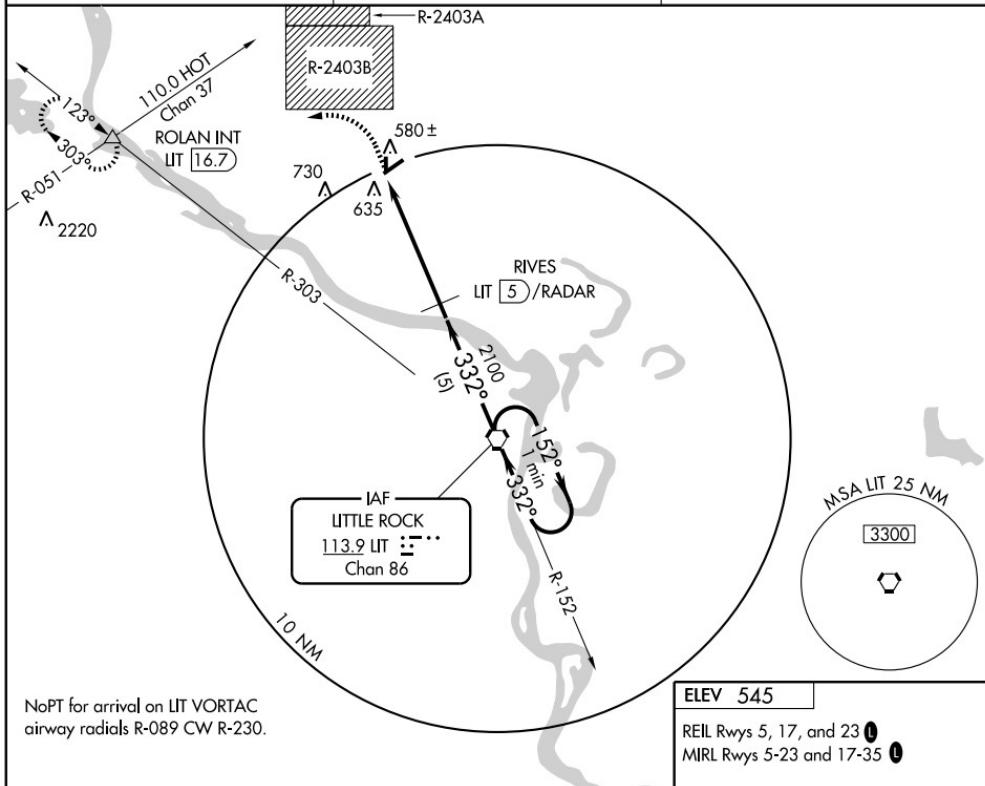
▼ Use Little Rock/Adams Field altimeter setting.  
 Procedure not authorized when restricted area R-2403B in effect.

MISSIED APPROACH: Climb to 1200 then climbing left turn to 3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

LITTLE ROCK APP CON  
119.5 306.2

CLNC DEL  
121.6

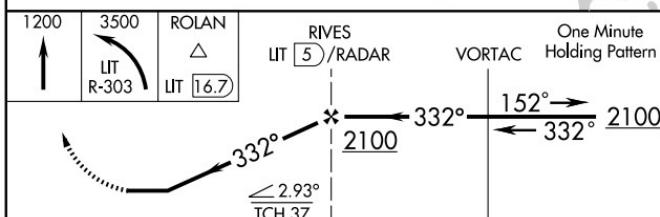
UNICOM  
122.8 (CTAF) L



NoPT for arrival on LIT VORTAC airway radials R-089 CW R-230.

## DME or RADAR REQUIRED

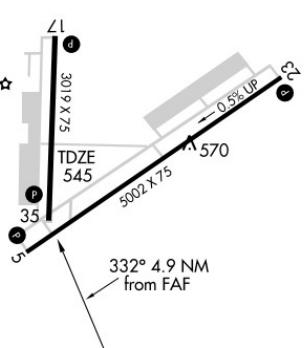
A 2237



CATEGORY	A	B	C	D
S-35	940-1	395 (400-1)		NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

ELEV 545

REIL Rwy 5, 17, and 23 L  
 MIRL Rwy 5-23 and 17-35 L



FAF to MAP 4.9 NM

Knots 60 90 120 150 180

Min:Sec 4:54 3:16 2:27 1:58 1:38

OSCEOLA, ARKANSAS

AL-6994 (FAA)

# RNAV (GPS) RWY 19 OSCEOLA MUNI (7M4)

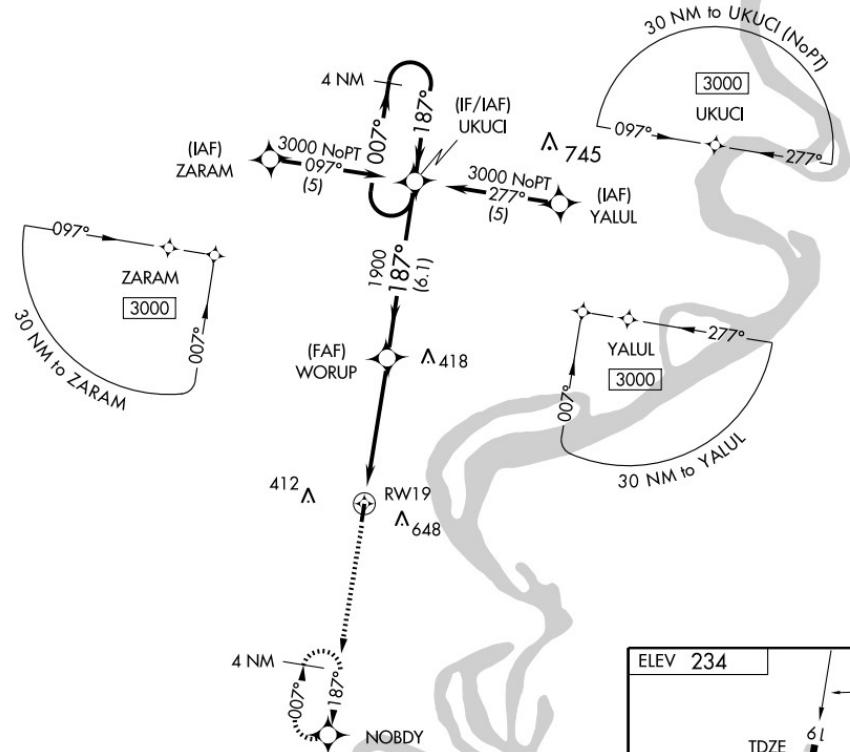
APP CRS  
**187°**  
Rwy Idg **3800**  
TDZE **234**  
Apt Elev **234**

▼ DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

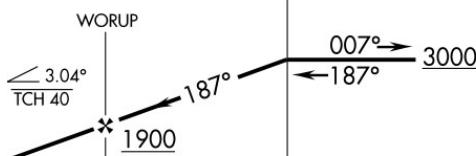
MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**122.8 (CTAF)**



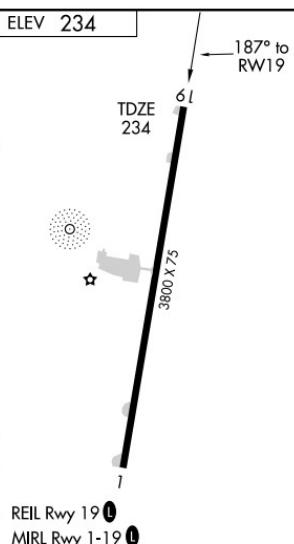
3500  
NOBDY  
ELEV 234



CATEGORY

A      B      C      D

LNAV MDA      620-1 386 (400-1)      NA

CIRCLING      700-1  
466 (500-1)      1060-1½  
826 (900-1½)      1060-2½  
826 (900-2½)      NA

OZARK, ARKANSAS

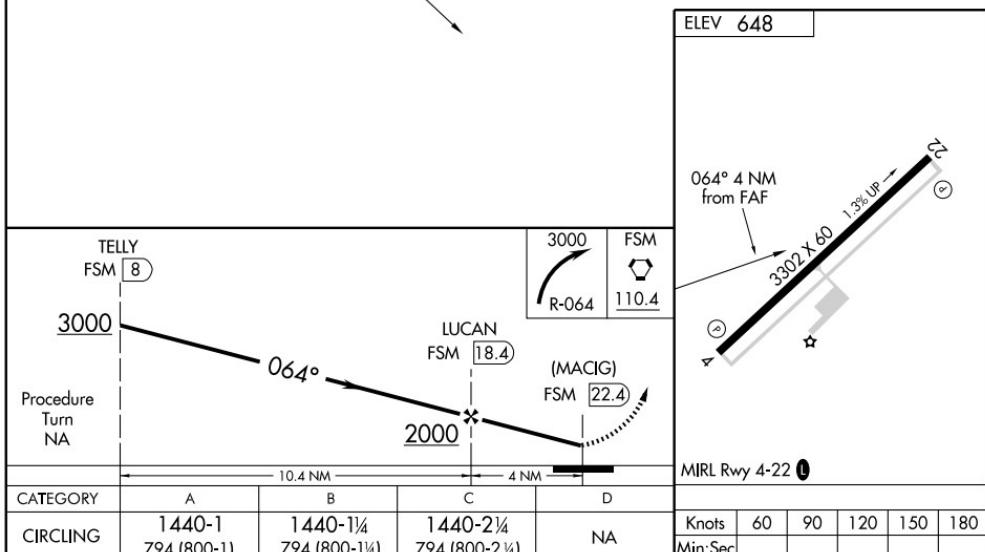
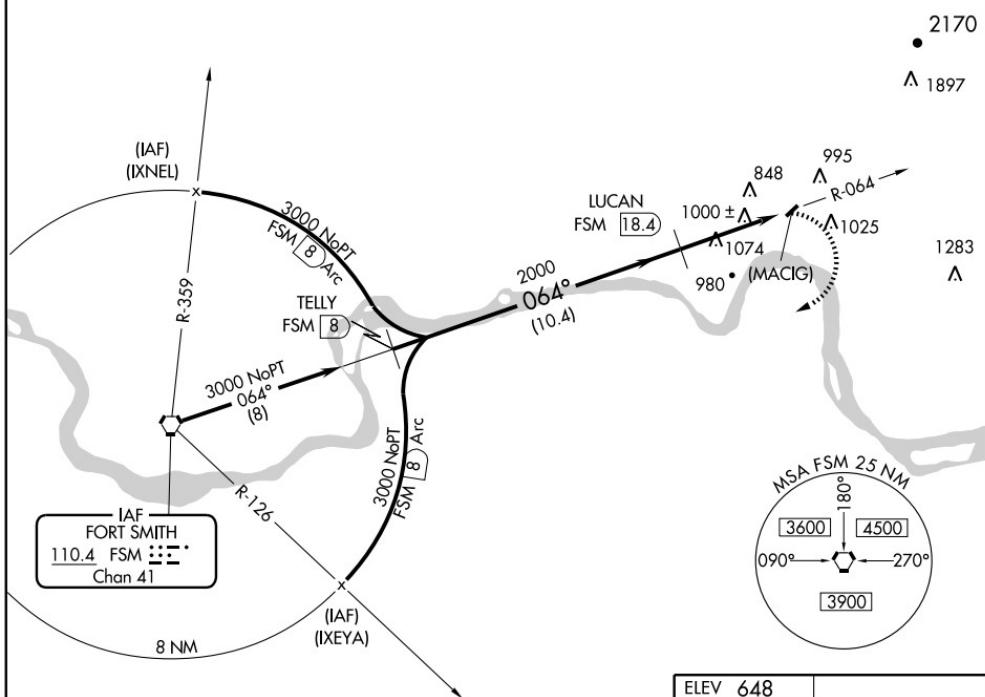
AL-6237 (FAA)

VORTAC FSM <b>110.4</b> Chan 41	APP CRS <b>064°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>648</b>
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# VOR/DME or GPS-A

OZARK-FRANKLIN COUNTY (7M5)

T Use Fort Smith altimeter setting. NA	MISSED APPROACH: Climbing right turn to 3000 via R-064 to FSM VORTAC.
RAZORBACK APP CON ★ <b>120.9 343.75</b>	UNICOM <b>122.8 (CTAF)</b> ❶



PARAGOULD, ARKANSAS

AL-5544 (FAA)

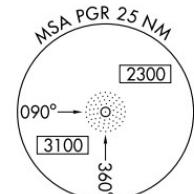
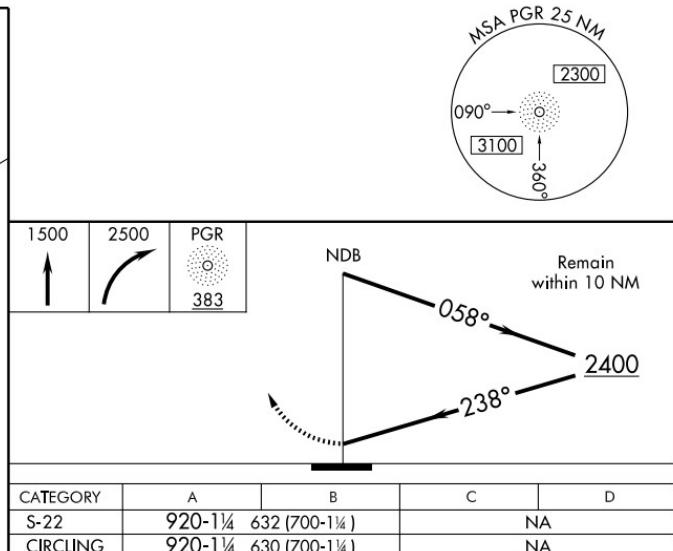
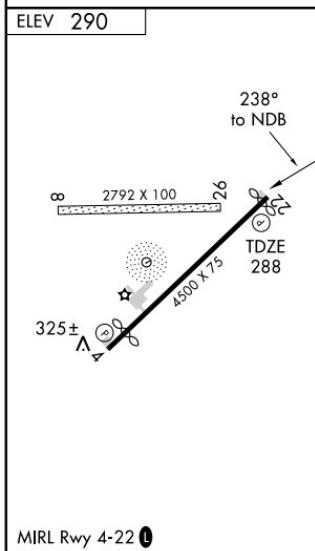
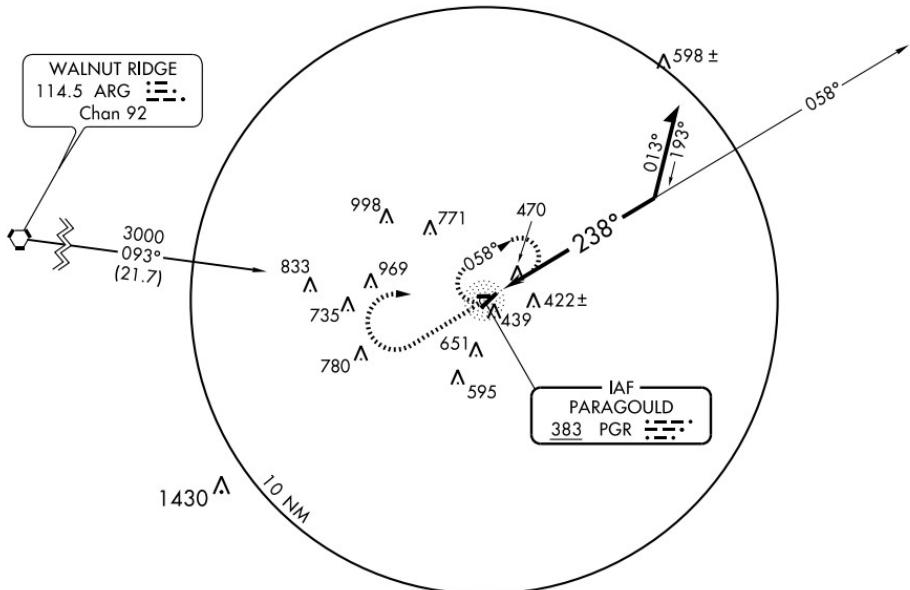
NDB PGR <b>383</b>	APP CRS <b>238°</b>	Rwy Idg <b>4352</b> TDZE <b>288</b> Apt Elev <b>290</b>
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**NDB RWY 22**

PARAGOULD/ KIRK FIELD (PGR)

**T** Use Jonesboro altimeter setting.  
**NA**

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct PGR NDB and hold.

MEMPHIS CENTER  
**120.075 289.4**UNICOM  
**122.8 (CTAF) 0**

## RNAV (GPS) RWY 4

PARAGOULD/ KIRK FIELD (PGR)

APP CRS  
045°Rwy Idg 4011  
TDZE 289  
Apt Elev 290

T Use Jonesboro altimeter setting.

A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MEMPHIS CENTER  
120.075 289.4

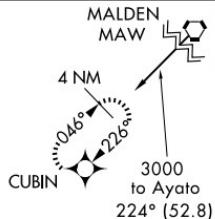
MISSSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

UNICOM  
122.8 (CTAF) 0

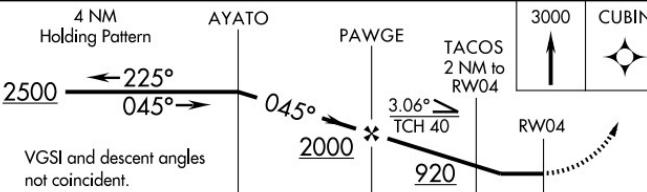
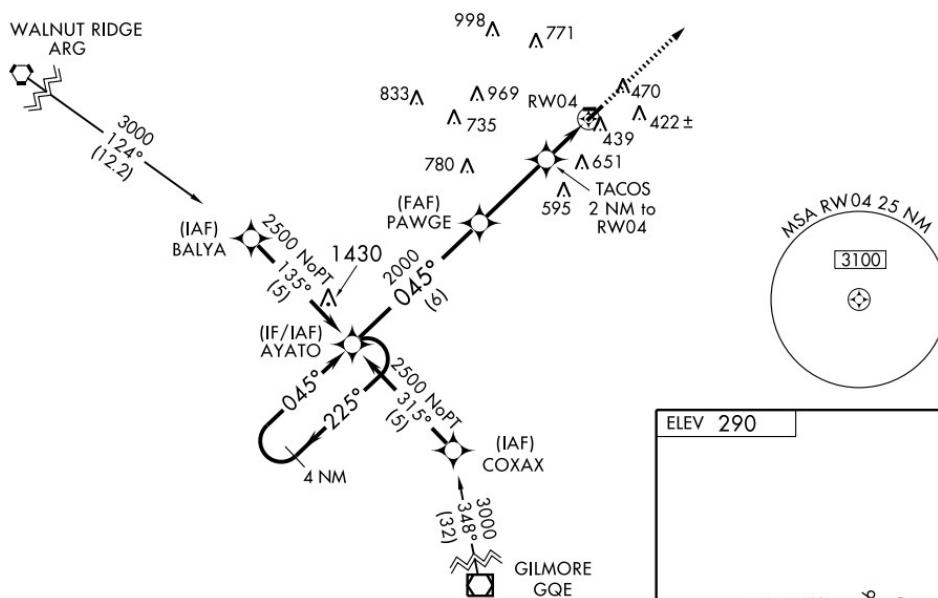
Procedure NA for arrival on MAW VORTAC airway radials 198 CW 239.

Procedure NA for arrival on ARG VORTAC airway radials 089 CW 149.

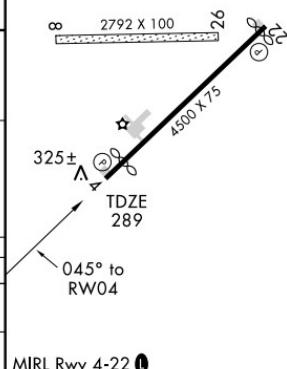
Procedure NA for arrival on GQE VOR/DME airway radials 329 CW 017.



WALNUT RIDGE ARG



CATEGORY	A	B	C	D
LNAV MDA	800-1 1/4	511 (600-1 1/4)		NA
CIRCLING	860-1 1/4	570 (600-1 1/4)		NA



# RNAV (GPS) RWY 22

PARAGOULD/KIRK FIELD (PGR)

APP CRS 225°	Rwy Idg 4352 TDZE 288 Apt Elev 290
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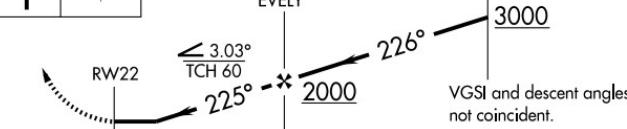
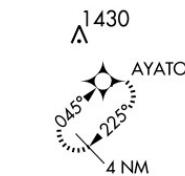
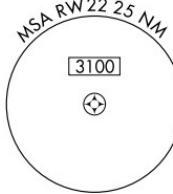
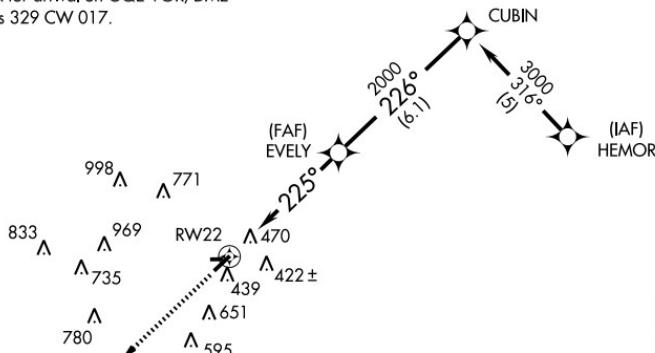
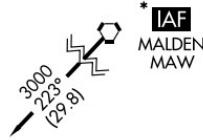
T Use Jonesboro altimeter setting.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A NA \* IAF** Arm Approach Mode prior to IAF.

MISSIED APPROACH: Climb to 2500 direct  
 AYATO WP and hold.

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrival on MAW VORTAC airway radials 198 CW 239.  
 Procedure NA for arrival on GQE VOR/DME airway radials 329 CW 017.



ELEV 290

225° to RW22

∞ 2792 X 100 26 TDZE 288

325± 4500 X 75 26

CATEGORY

LNAV MDA

CIRCLING

820-1½ 532 (600-1½)

860-1½ 570 (600-1½)

NA

NA

MIRL Rwy 4-22 0

**PARAGOULD, ARKANSAS**

AL-5544 (FAA)

VOR/DME JBR <u>108.6</u> Chan 23	APP CRS 017°	Rwy Idg TDZE Apt Elev	4011 289 290
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VOR RWY 4

## PARAGOULD/ KIRK FIELD (PGR)

**T** **A** NA Use Jonesboro altimeter setting

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER  
**120,075 289,4**

UNICOM  
122.8 (CTAF) 

WALNUT RIDGE  
114.5 ARG Chan 92

998A  
833A  
969A  
735A  
780A  
1430A  
595  
651  
439  
470A  
422±A

R-108  
R-197  
3000 (124°)  
3000 (22.7)  
3000 (34.6)  
3000 (32.1)

DAZEL INT JBR [6.4]

IAF JONESBORO  
108.6 JBR Chan 23

ELEV 290

GILMORE  
113.0 GQE Chan 77

MSA JBR 25 NM  
3200  
2500  
060°  
150°

ELEV 290

One Minute  
Holding Pattern

VOR/DME

1500 3000 JBR  
↑  
  
108

VGSI and descent angles  
not coincident.

DAZEL INT  
JBR [6.4]  
3.00°  
TCH 40  
2000

A hand-drawn diagram of a runway segment. At the top left is the symbol for infinity. A horizontal line extends to the right, ending with a circle containing a dot. Above this line is the text "2792 X 100". To the right of the line is the number "26". Below the line, a diagonal line extends upwards and to the right, ending with a circle containing a dot. Along this diagonal line is the text "4600 X 75". A grey star is placed near the middle of the diagonal line. At the bottom left, there is a small circle with a dot, followed by the text "325±". An arrow points from this text towards the diagonal line. At the bottom center, the text "TDZE 289" is written. At the bottom right, an arrow points upwards and to the left, with the text "017° 5.2 NM from FAF" written along its path.

MIRL Rwy 4-22 L

CATEGORY	A	B	C	D	MIRL Rwy 4-22 U					
					FAF to MAP 5.2 NM					
S-4	940-1¼	651 (700-1¼)		NA	Knots	60	90	120	150	180
CIRCLING	940-1¼	650 (700-1¼)		NA	Min:Sec	5:12	3:28	2:36	2:05	1:44

LOC I-PBF <b><u>111.7</u></b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>5998</b> <b>206</b> <b>206</b>
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**ILS or LOC RWY 18**  
PINE BLUFF/GRIDER FIELD (PBF)

## PINE BLUFF/GRIDER FIELD(PBF)

**A NA** Inoperative table does not apply to S-ILS 18.  
For inoperative MALS R increase S-LOC 18  
Cat A/B/C visibility to 1.

MALSR  
A5

ISSUED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBF R-211 to RISON Int and hold.

ASOS  
120.775

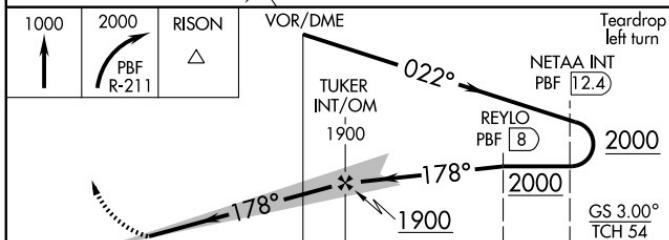
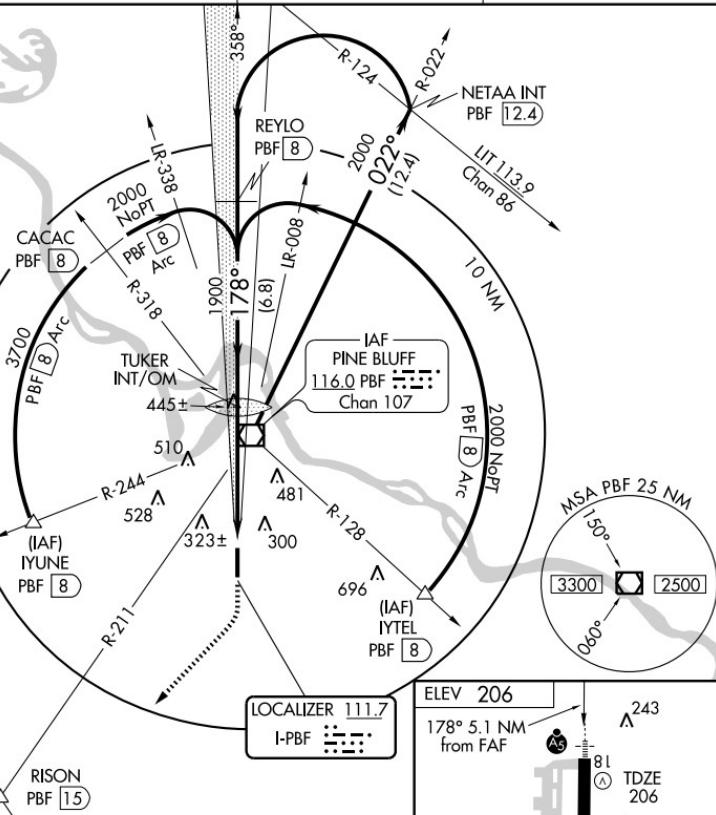
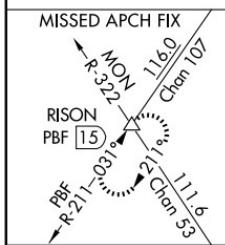
LITTLE ROCK APP CON  
**119.85 353.6**

CLNC DEL  
119.85

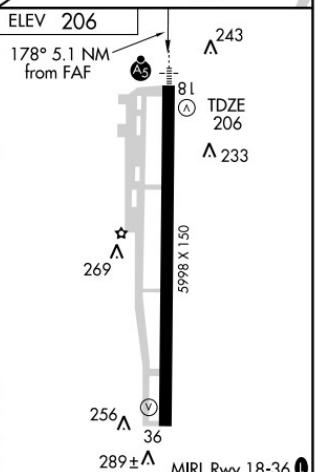
UNICOM  
123.0 (CTAF) 1

Λ<sub>2272</sub>

DME REQUIRED  
to REYLO



CATEGORY	5.1 NM		6.8 NM	
	A	B	C	D
S-ILS 18		466-3/4	260 (300-3/4)	
S-LOC 18		580-3/4	374 (400-3/4)	
CIRLING	660-1	454 (500-1)	660-1½ 454 (500-1½)	760-2 554 (600-2)



E to MAR 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

# RNAV (GPS) RWY 18

PINE BLUFF/GRIDER FIELD (PBF)

APP CRS <b>178°</b>	Rwy Idg <b>5998</b>
TDZE <b>206</b>	Apt Elev <b>206</b>

MALSR



MISSSED APPROACH:  
Climb to 2000 direct  
REROY and hold.

▲ NA

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LNAV MDA visibility Cats A/B/C to 1 and Cat D to 1 1/4, increase LNAV/VNAV DA visibility to 1/2 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

ASOS  
**120.775**LITTLE ROCK APP CON  
**119.85 353.6**CLNC DEL  
**119.85**UNICOM  
**123.0 (CTAF)**

▲ 2272

LITTLE ROCK  
LIT2500  
153  
224

4 NM

178°

358°

(IF/IAF)  
PAYIT

2000 NoPT

268°

(6)

(IAF)

UBECA

1800

(6)

178°

1800

(6)

178°

1800

(6)

178°

1800

(6)

178°

1800

(6)

178°

1800

(6)

445±

(FAF)

COCAR

528A

A 510

A 481

528A

A 696

2000 to PAYIT

354°

(7)

2000

to PAYIT

354°

(7)

2000

to PAYIT

354°

(7)

2000

to PAYIT

354°

(7)

2000

to PAYIT

354°

(7)

2000

to PAYIT

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2000

to PAYIT

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354°

(7)

2000

to PAYIT

(7)

354°

(7)

2000

to PAYIT

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354°

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to PAYIT

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2000

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2000

to PAYIT

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2000

to PAYIT

354°

(7)

2000

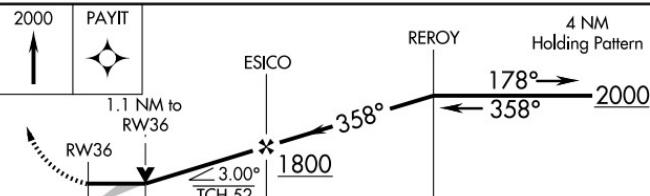
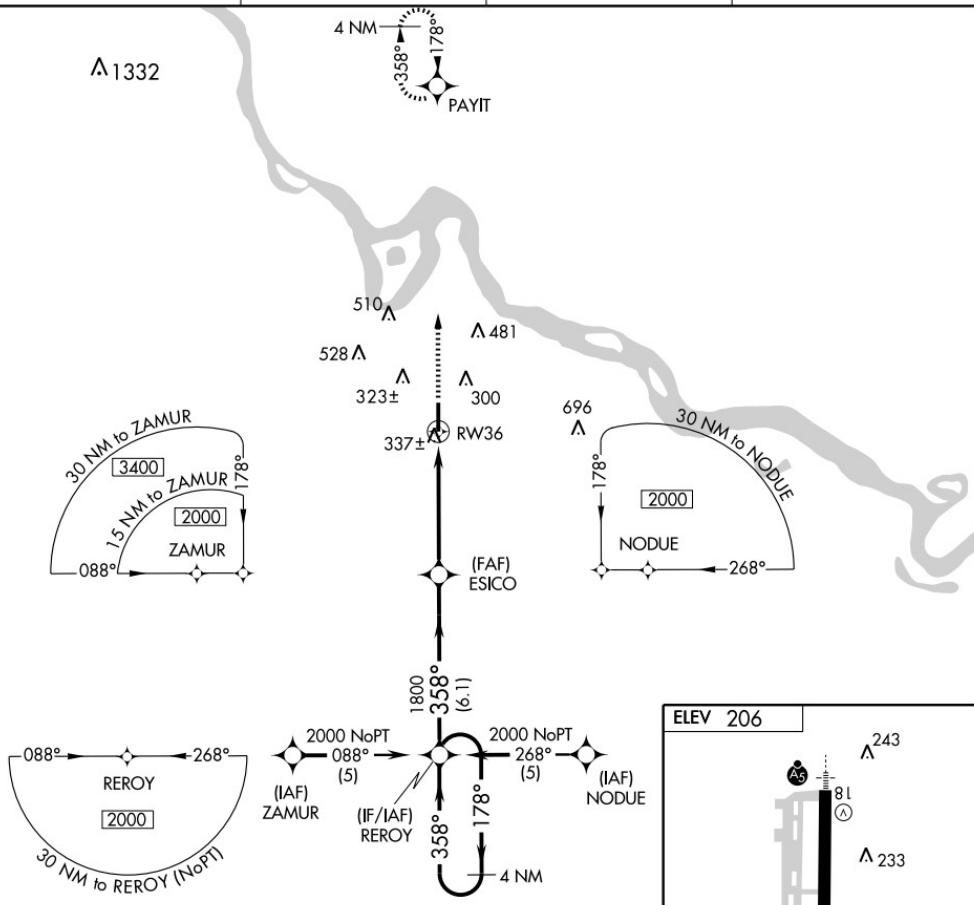
to PAYIT

APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>5998</b> <b>202</b> <b>206</b>
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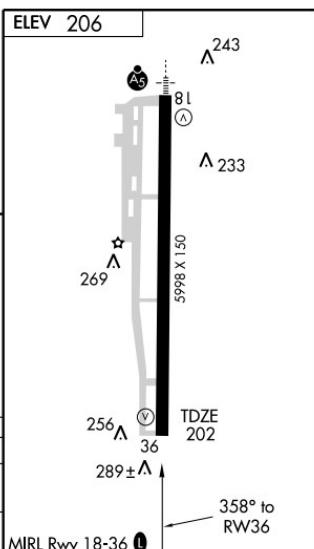
**RNAV (GPS) RWY 36**  
PINE BLUFF/GRIDER FIELD (PBF)

## PINE BLUFF/GRIDER FIELD (PBF)

<b>A NA</b>	DME/DME RNP-0.3 NA	MISSIED APPROACH: Climb to 2000 direct PAYIT WP and hold.		
ASOS <b>120.775</b>	LITTLE ROCK APP CON <b>119.85 353.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>123.0 (CTAF) 0</b>	



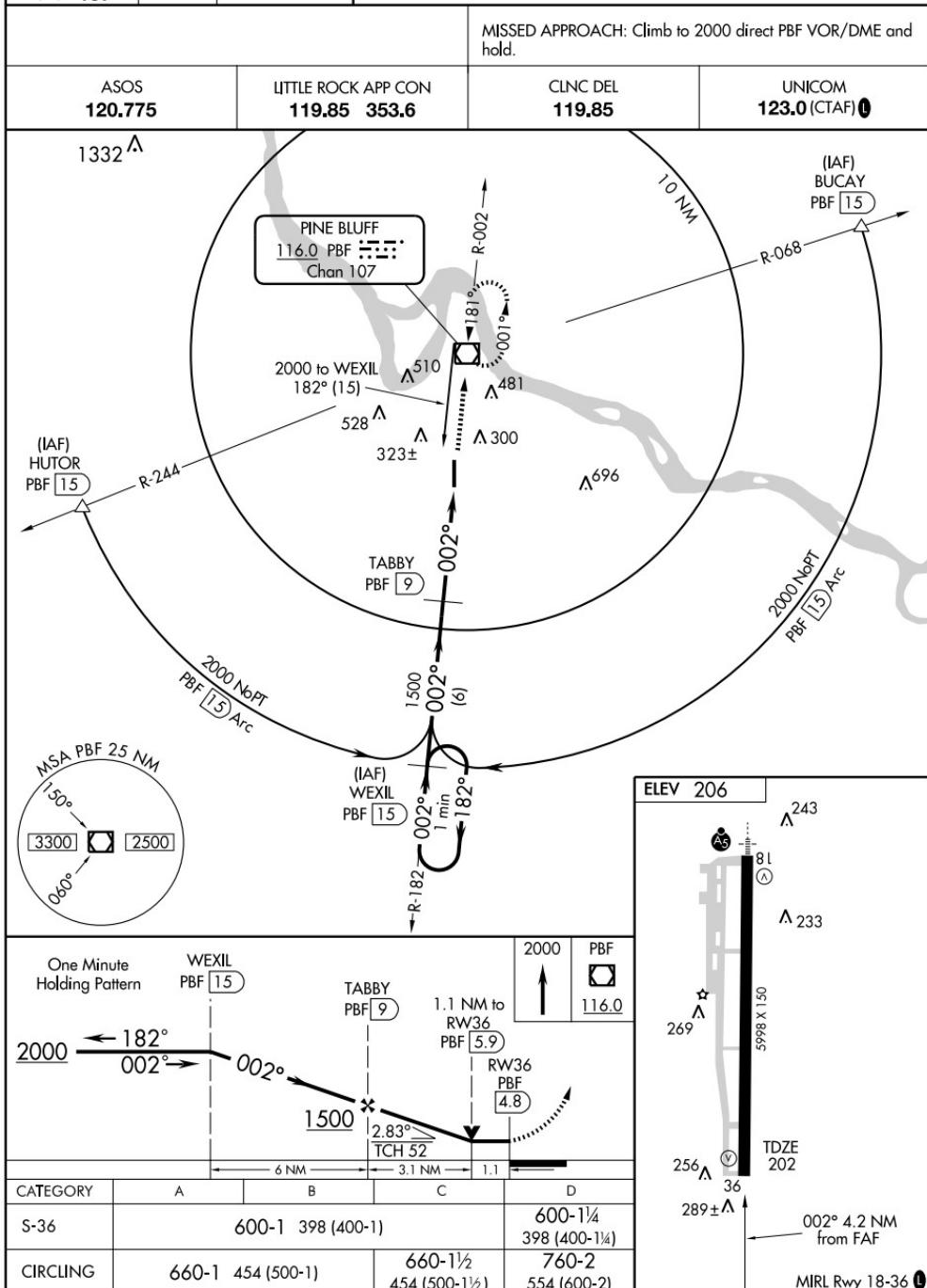
CATEGORY	A	B	C	D
LNAV MDA	600-1	398 (400-1)		600-1½ 398 (400-1½)
CIRCLING	640-1 434 (500-1)	660-1 454 (500-1)	660-1½ 454 (500-1½)	760-2 554 (600-2)



VOR/DME PBF <b>116.0</b> Chan 107	APP CRS <b>002°</b>	Rwy Idg <b>5998</b> TDZE <b>202</b> Apt Elev <b>206</b>
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# VOR/DME RWY 36

PINE BLUFF/GRIDER FIELD (PBF)



## VOR RWY 18

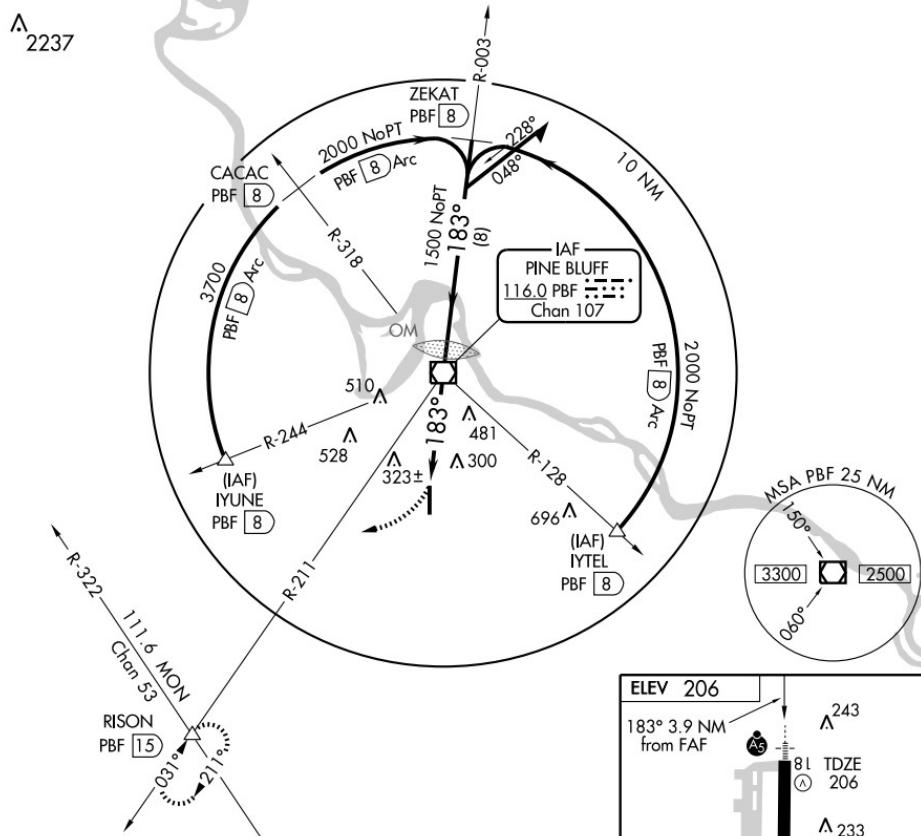
PINE BLUFF/GRIDER FIELD (PBF)

VOR/DME PBF 116.0 Chan 107	APP CRS 183°	Rwy Idg 5998 TDZE 206 Apt Elev 206
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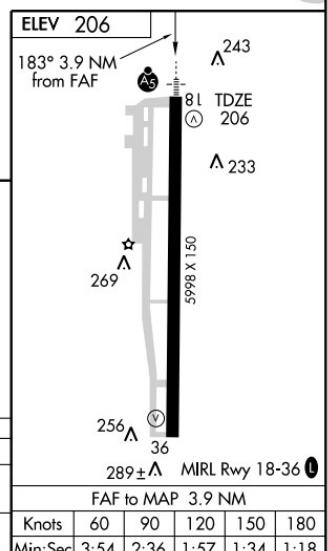
For inoperative MALS R, increase Cat A/B visibility to 1.



MISSSED APPROACH: Climb to 2000 via PBF R-211 to RISON INT/PBF 15 DME and hold.

ASOS  
120.775LITTLE ROCK APP CON  
119.85 353.6CLNC DEL  
119.85UNICOM  
123.0 (CTAF)A  
2237

2000	RISON	VOR/DME	Remain within 10 NM
PBF R-211	△		
PBF [3.9]	PBF [2.2]	3.04° TCH 52	003° 2000
1.7 NM	2.2 NM		1500
CATEGORY	A	B	C
S-18	800-3/4 594 (600-3/4)		800-1 594 (600-1)
CIRCLING	800-1 594 (600-1)		800-1½ 594 (600-1½)
			800-2 594 (600-2)

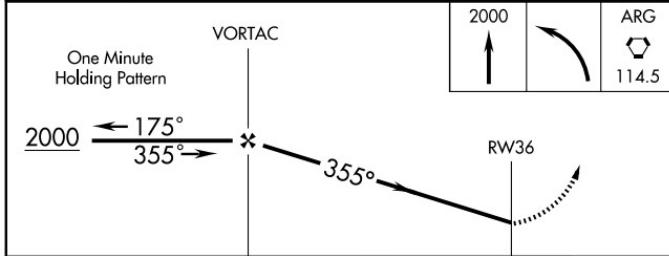
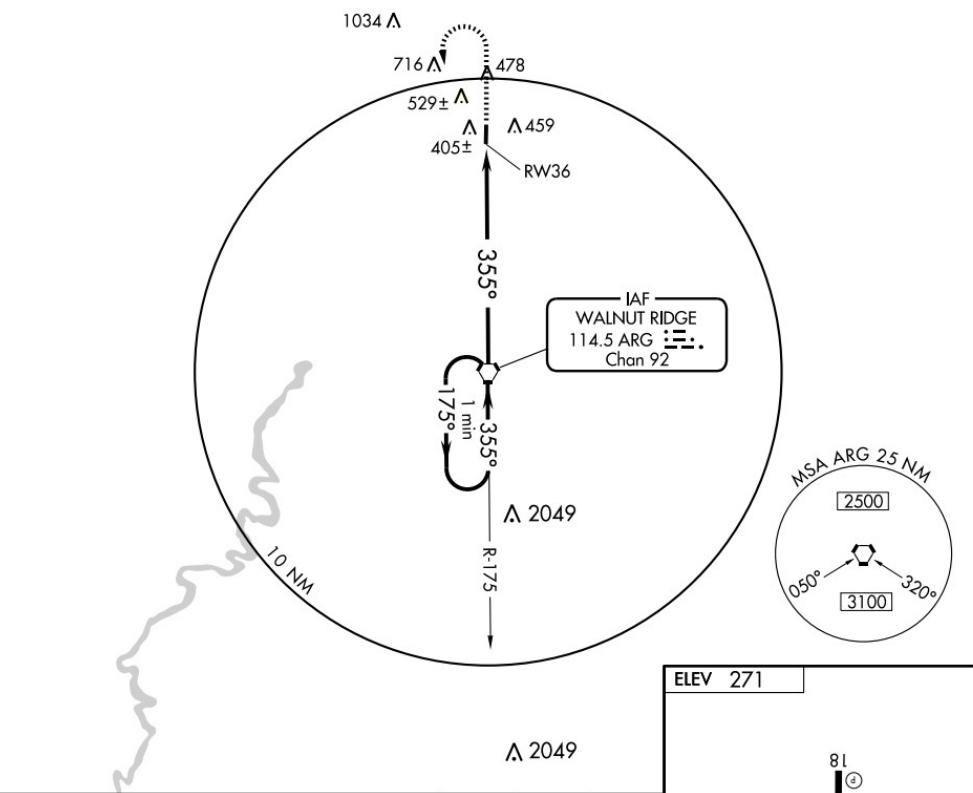


## VOR or GPS RWY 36

POCAHONTAS/POCAHONTAS MUNI (M70)

VORTAC ARG 114.5 Chan 92	APP CRS 355°	Rwy Idg 3999 TDZE 271 Apt Elev 271
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▲ NA Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting; when neither received, procedure not authorized.	MISSIED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.		
WALNUT RIDGE AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)	122.7 0



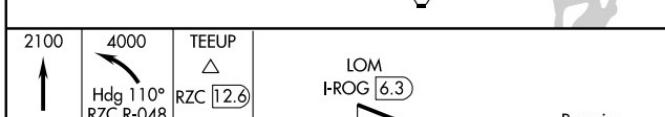
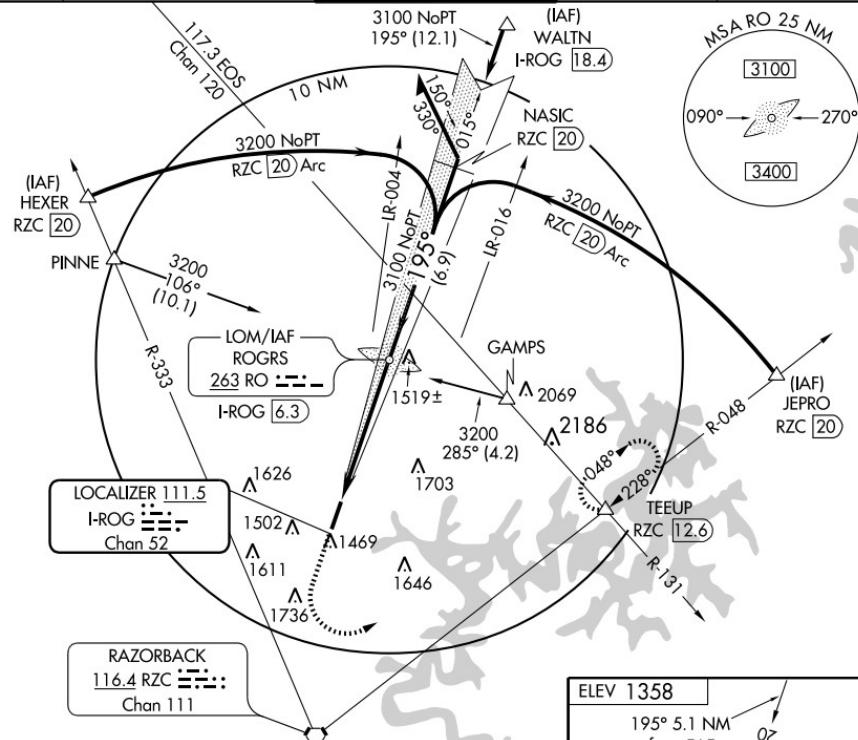
CATEGORY	A	B	C	D
S-36	760-1 489 (500-1)		NA	
CIRCLING	840-1 569 (600-1)		NA	

JONESBORO ALTIMETER SETTING MINIMUMS				
S-36	940-1 669 (700-1)	NA	FAF to MAP 7.8 NM	
CIRCLING	960-1 689 (700-1)	NA	Knots	60 90 120 150 180
			Min:Sec	7:48 5:12 3:54 3:07 2:36

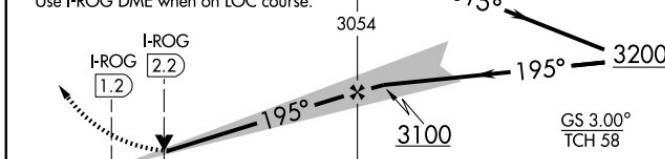
LOC/DME I-ROG 111.5 Chan 52	APP CRS 195°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358
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# ILS or LOC RWY 20 ROGERS MUNI-CARTER FIELD (ROG)

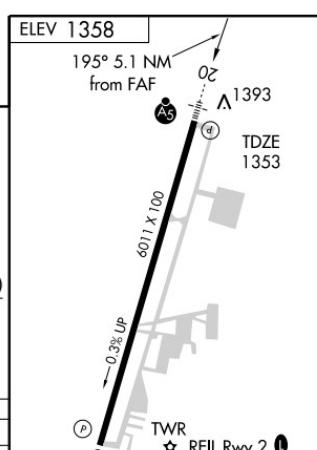
Autopilot coupled approach NA below 1632.		MALSR A5	MISSDED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int/ RZC 12.6 DME and hold.		
AWOS-3 134.375	RAZORBACK APP CON *	ROGERS TOWER *	119.375 (CTAF) 0	GND CON 118.0	CNLC DEL 121.75



Use I-ROG DME when on LOC course.



CATEGORY	A	B	C	D
S-ILS 20	1553-1/2 200 (200-1/2)			
S-LOC 20	1740-1/2 387 (400-1/2)		1740-3/4 387 (400-3/4)	
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)



	FAF to MAP 5.1 NM
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

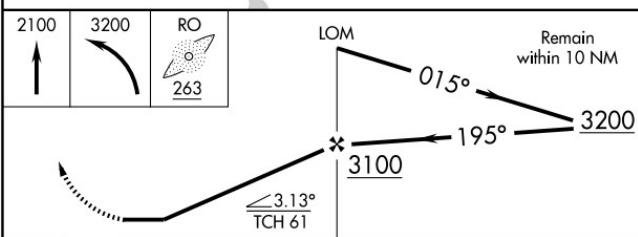
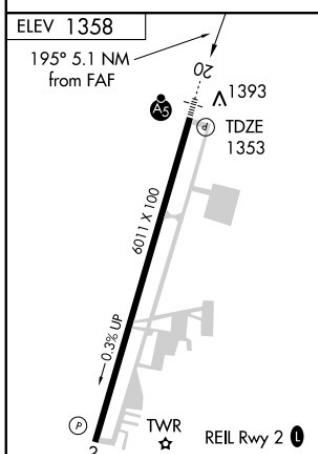
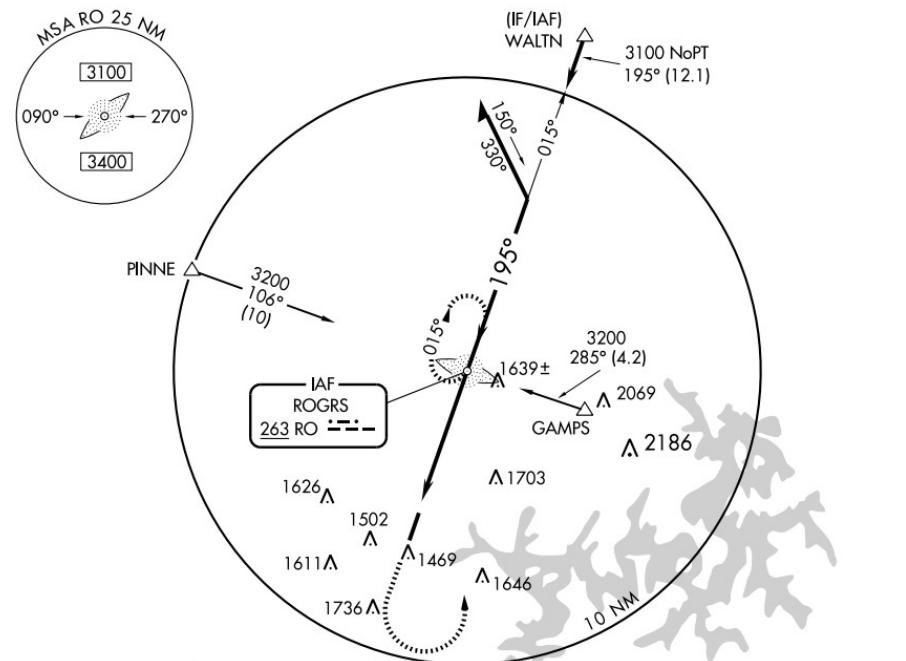
## NDB RWY 20

ROGERS MUNI-CARTER FIELD (ROG)

LOM RO <b>263</b>	APP CRS <b>195°</b>	Rwy Idg <b>6011</b> TDZE <b>1353</b> Apt Elev <b>1358</b>
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MALS R  
A5

MISSSED APPROACH: Climb to 2100, then climbing left turn to 3200 direct RO LOM and hold.

AWOS-3  
**134.375**RAZORBACK APP CON★  
**126.6 305.2**ROGERS TOWER★  
**119.375 (CTAF) L**GND CON  
**118.0**CLNC DEL  
**121.75**

CATEGORY	A	B	C	D
S-20		1780-3/4 427 (500-3/4)		1780-1 1/4 427 (500-1 1/4)

FAF to MAP 5.1 NM

Knots 60 90 120 150 180

Min:Sec 5:06 3:24 2:33 2:02 1:42

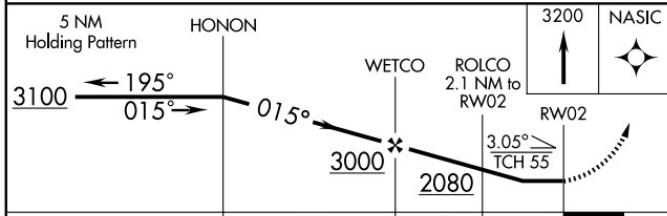
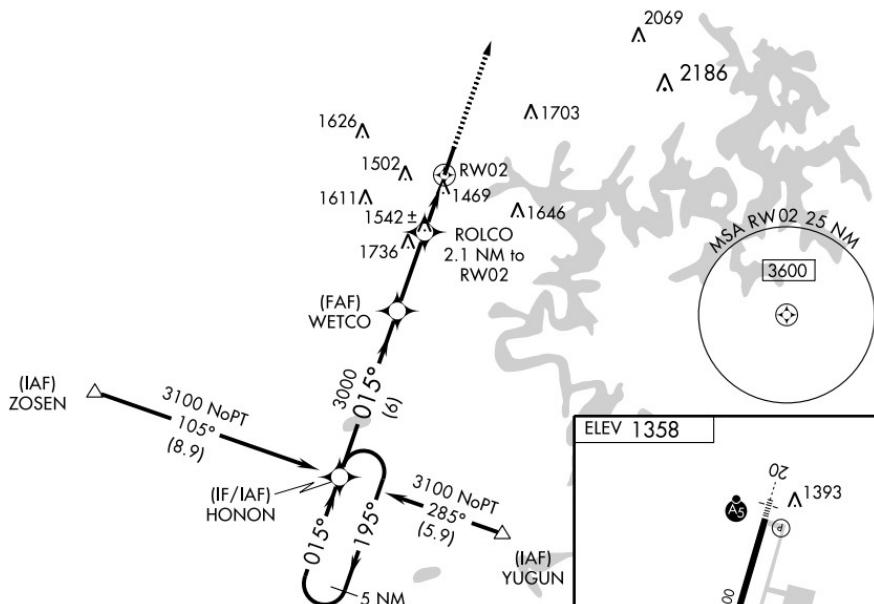
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1 1/2 462 (500-1 1/2)	1920-2 562 (600-2)
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# RNAV (GPS) RWY 2

ROGERS MUNI-CARTER FIELD (ROG)

APP CRS <b>015°</b>	Rwy Idg <b>6011</b> TDZE <b>1358</b> Apt Elev <b>1358</b>
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<b>V</b> DME/DME RNP-0.3 NA.		MISSIED APPROACH: Climb to 3200 direct NASIC and hold.		
AWOS-3 <b>134.375</b>	RAZORBACK APP CON ★ <b>126.6 305.2</b>	ROGERS TOWER★ <b>119.375 (CTAF) 0</b>	GND CON <b>118.0</b>	CLNC DEL <b>121.75</b>



CATEGORY	A	B	C	D
LNAV MDA	1800-1	442 (500-1)	1800-1½ 442 (500-1½)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

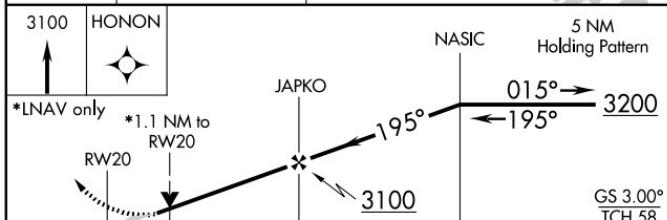
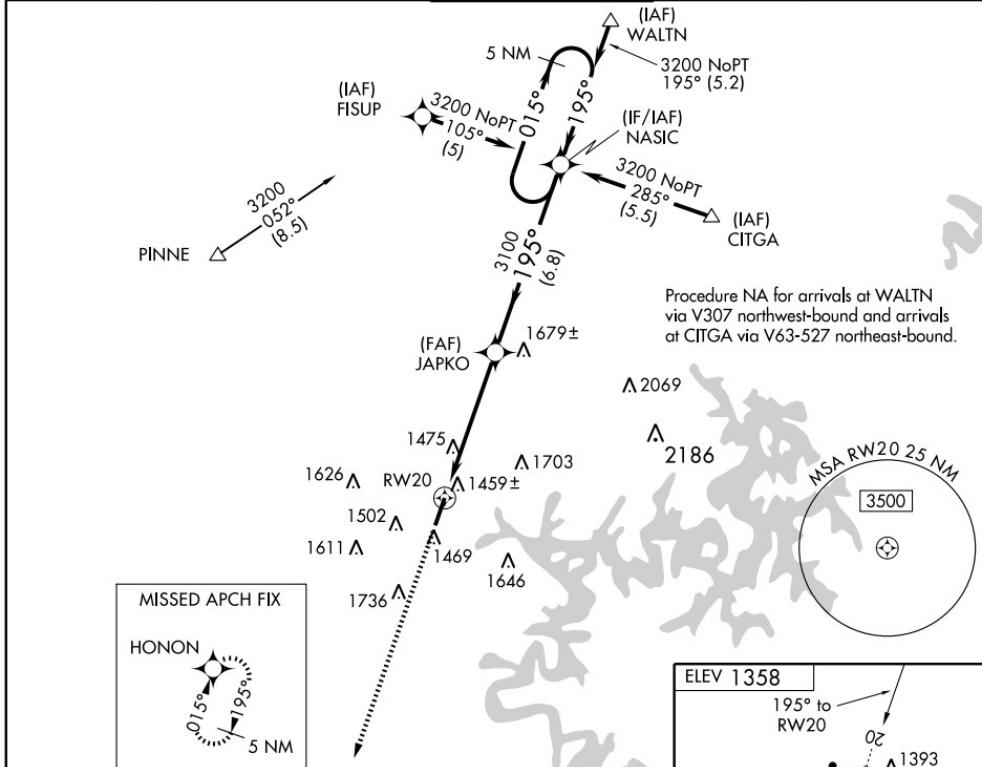
# RNAV (GPS) RWY 20

## ROGERS MUNI-CARTER FIELD (ROG)

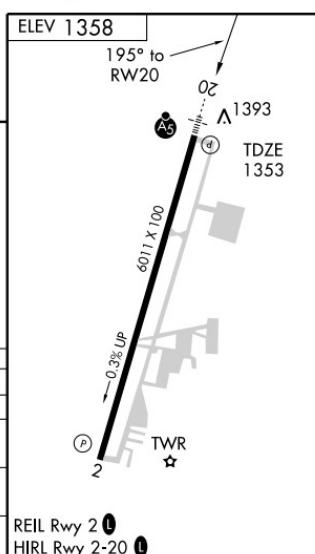
WAAS CH 40003 W20A	APP CRS 195°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358
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For inoperative MALSR, increase LNAV Cat D to  $\frac{1}{4}$ . For uncompensated BARO-VNAV systems, LNAV/VNAV NA below  $-17^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) or above  $46^{\circ}\text{C}$  ( $114^{\circ}\text{F}$ ). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. BARO-VNAV and VDP NA when using Bentonville Muni altimeter setting.

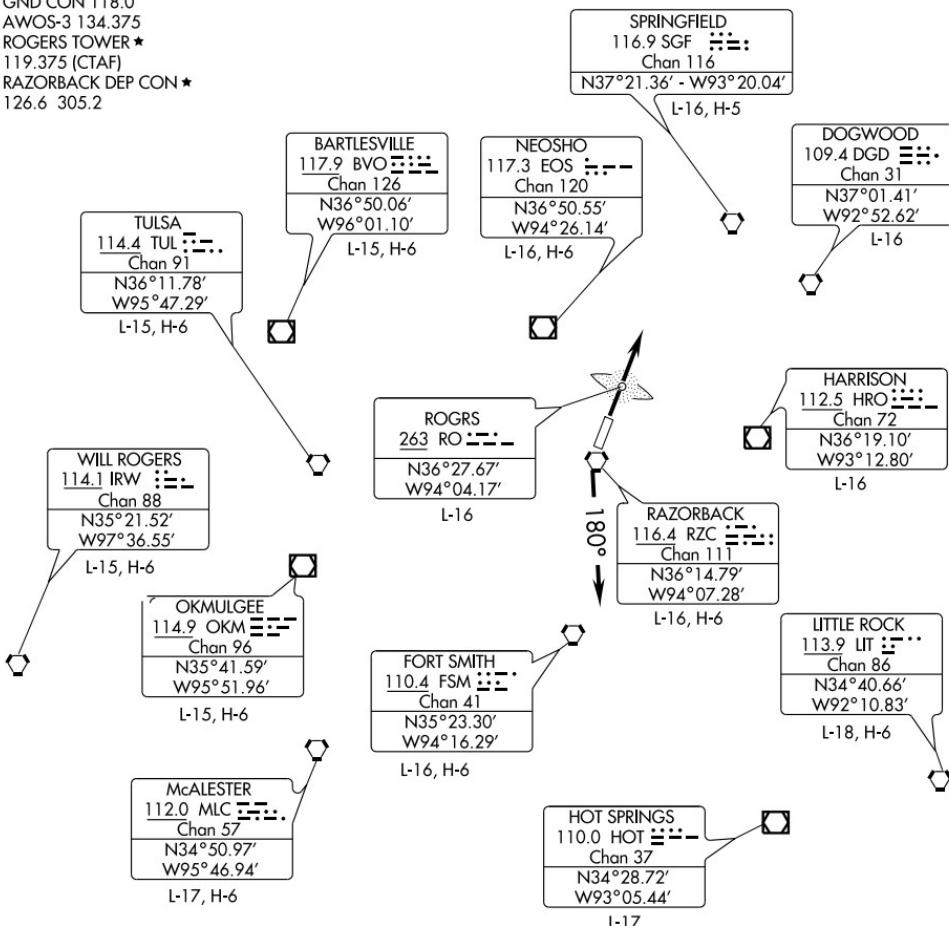
AWOS-3 134.375	RAZORBACK APP CON★ 126.6 305.2	ROGERS TOWER★ 119.375 (CTAF) 0	GND CON 118.0	CIND DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	1603-½	250 (300-½)		
LNAV/ DA VNAV	1729-¾	376 (400-¾)		
LNAV MDA	1740-½	387 (400-½)	1740-1	387 (400-1)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)



CLNC DEL 121.75  
GND CON 118.0  
AWOS-3 134.375  
ROGERS TOWER \*  
119.375 (CTAF)  
RAZORBACK DEP CON \*  
126.6 305.2



Note: Chart not to scale



### DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 2: Fly runway heading. Thence. . . .

TAKE-OFF RUNWAY 20: Turn left heading 180°. Thence. . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

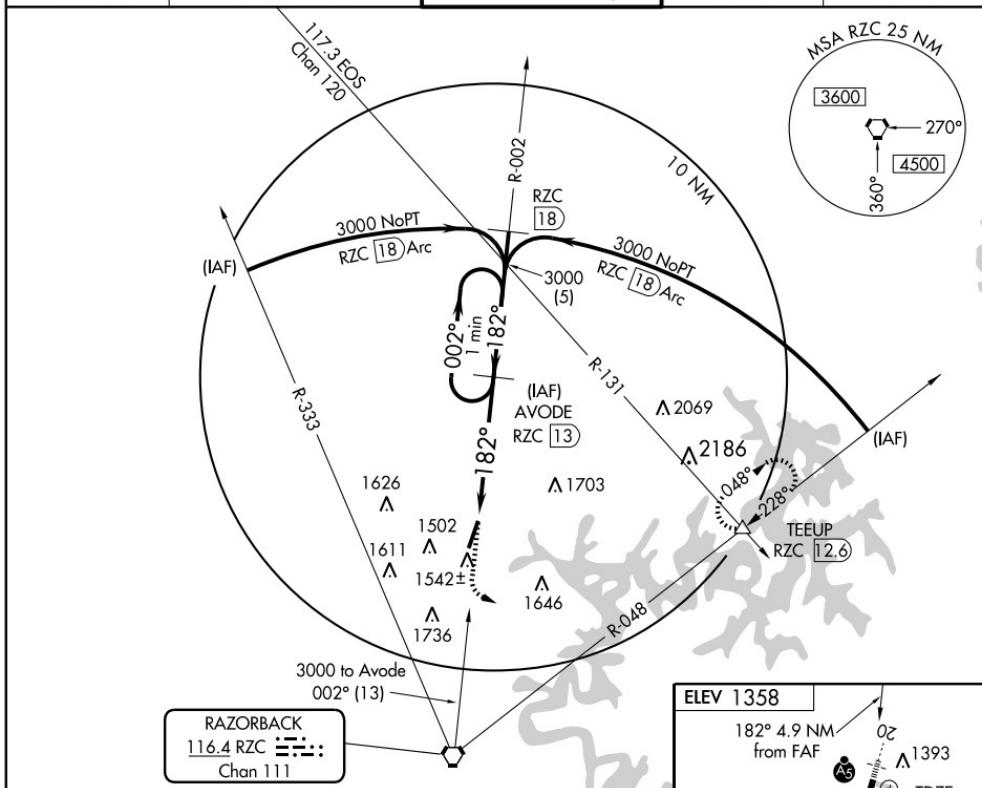
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

VORTAC RZC 116.4 Chan 111	APP CRS 182°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358
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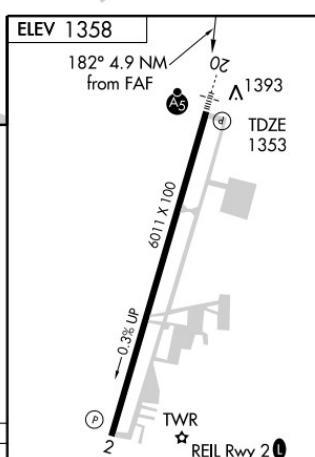
# VOR/DME RWY 20

ROGERS MUNI-CARTER FIELD (ROG)

Inoperative components table NA.	MALSR A5	MISSSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int and hold.		
AWOS-3 134.375	RAZORBACK APP CON★ 126.6 305.2	ROGERS TOWER★ 119.375 (CTAF) ⚡	GND CON 118.0	CNLC DEL 121.75



2100	4000	TEEUP	△
Hdg 110° RZC R-048		RZC [12.6]	
182° 4.9 NM from FAF		A5	
TDZE 1353			
20			
1393			
AVODE RZC [13]			
One Minute Holding Pattern			
RZC 8.1			
182°			
3.05°			
TCH 61			
4.9 NM			
CATEGORY	A	B	C
S-20	1740-1	387 (400-1)	1740-1½ 387 (400-1½)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)
	1920-2 562 (600-2)		
Knots	60	90	120
Min:Sec			150 180



## ROGERS, ARKANSAS

AL-5002 (FAA)

VOR RWY 2

## ROGERS MUNI-CARTER FIELD (ROG)

VORTAC RZC <b><u>116.4</u></b> Chan 111	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>6011</b> <b>1358</b> <b>1358</b>
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T  
A

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP Int and hold.

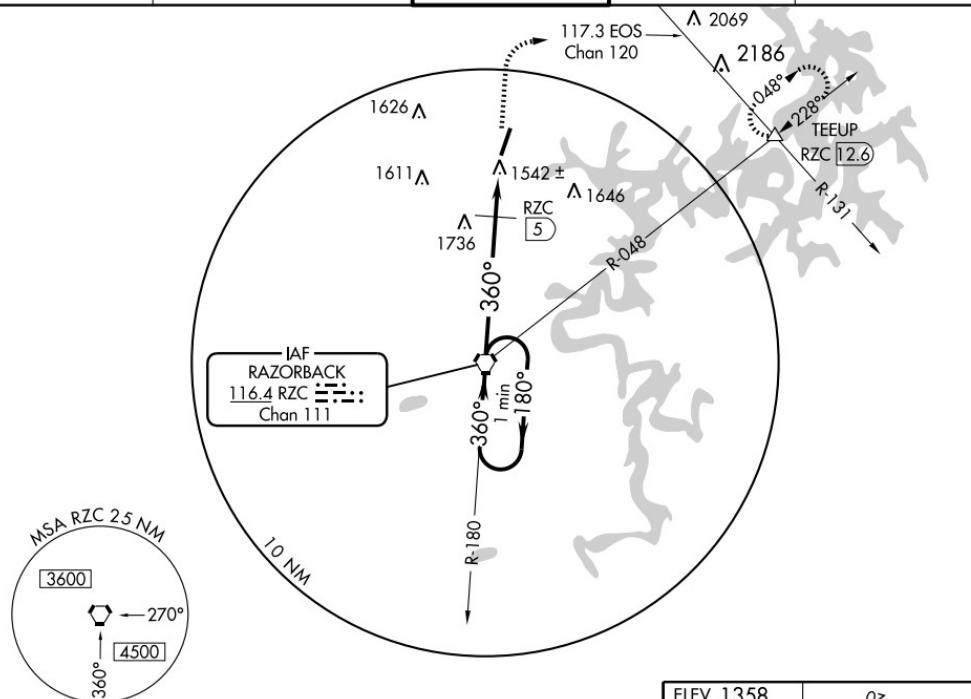
AWOS-3  
134.375

RAZORBACK APP CON★  
126.6 305.2

**ROGERS TOWER★  
119.375 (CTAF) 9**

GND CON  
118.0

CLNC DEL  
121.75



One Minute  
Holding Pattern

VORTAC

2100	4000 Hdg 050° EoS B 121	TEEUP △ RZC 12.6
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FIFV 1358

REIL Rwy 2 L  
HIBI Rwy 2-2

26

$$\begin{array}{r} \underline{3000} \\ - 180^\circ \\ \hline 360^\circ \end{array}$$

A vertical profile diagram showing flight levels 2100, TCH 55, 3.08°, and RZC 7.1.

5 NM 2.1

CATEGORY	A	B	C	D
S-2	2100-1 T-12 (200-1)	2100-1½ T-12 (200-1½)	2100-2¼ T-12 (200-2¼)	2100-3 T-12 (200-3)

	742 (800-1)	742 (800-1½)	742 (800-2¼)	742 (800-3)
CIRCLING	2100-1	2100-1¼	2100-2¼	2100-3

742 (800-1) 742 (800-1 1/4) 742 (800-2 3/4) 742  
DME MINIMUMS

S-2	1800-1	442 (500-1)	1800-1½ 442 (500-1½)	442
	1800-1	1820-1	1820-1½	

CIRCLING	1800 1 442 (500-1)	1820 1 462 (500-1)	1820 1½ 462 (500-1½)	56
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RUSSELLVILLE, ARKANSAS

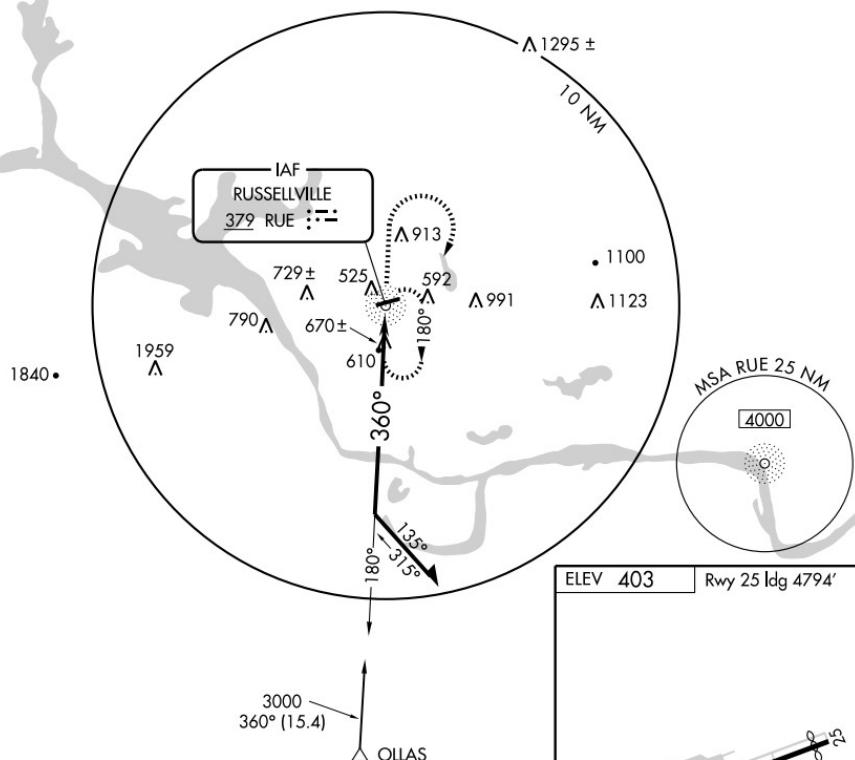
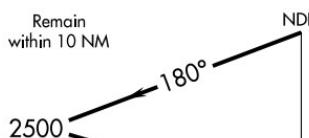
AL-6231 (FAA)

NDB-A

RUSSELLVILLE RGNL (RUE)

NDB RUE <b>379</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>403</b>
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V MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.  
 ▲ NA

ASOS  
**132.475**RAZORBACK APP CON  
**120.9 343.75**MEMPHIS CENTER  
**128.475 377.15**UNICOM  
**122.7 (CTAF)** 0▲  
**2118 ±**Remain  
within 10 NM

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1140-1	737 (800-1)	1140-2	1220-2 3/4						

Min:Sec

RUSSELLVILLE, ARKANSAS

AL-6231 (FAA)

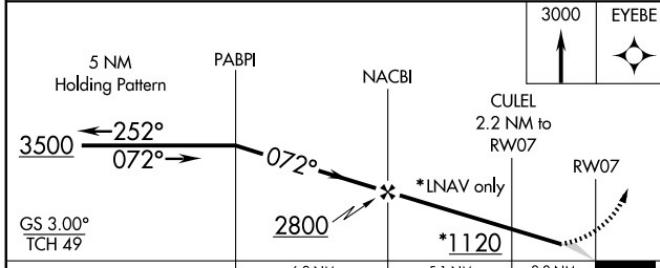
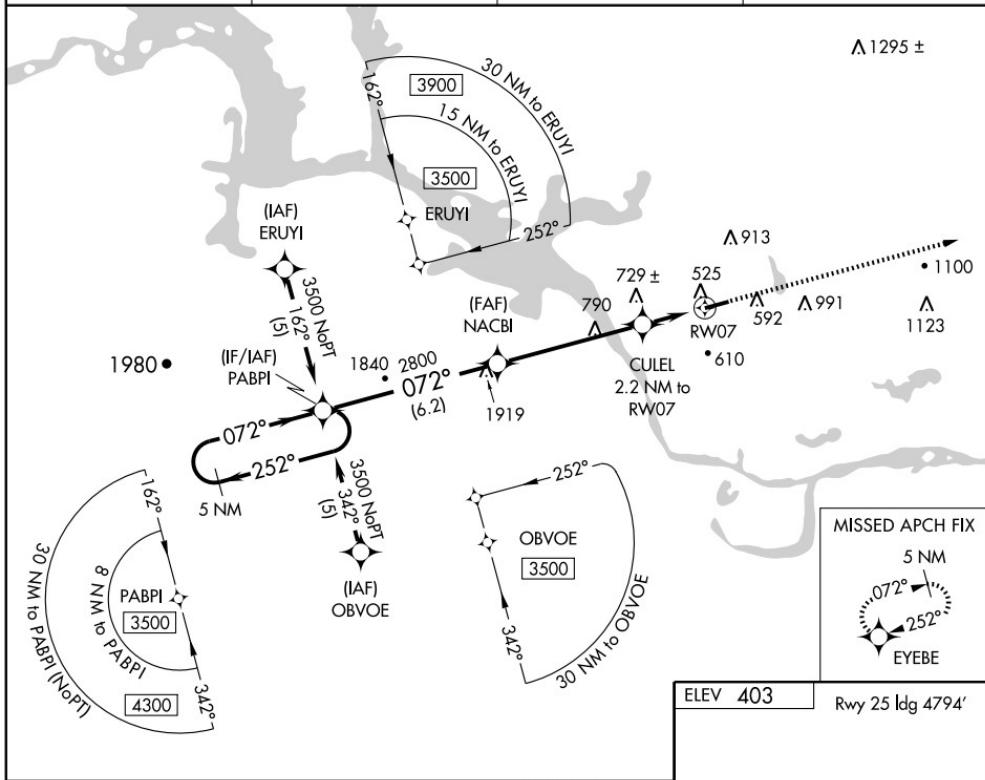
# RNAV (GPS) RWY 7

RUSSELLVILLE RGNL (RUE)

WAAS CH 53601	APP CRS <b>072°</b>	Rwy Idg 5094 TDZE 389 Apt Elev 403
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**T** If local altimeter setting not received, procedure NA.  
**A** DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 3000 direct EYEBE and hold.

ASOS  
**132.475**RAZORBACK APP CON  
**120.9 343.75**MEMPHIS CENTER  
**128.475 377.15**UNICOM  
**122.7 (CTAF)**

CATEGORY	A	B	C	D
LPV DA	<b>664-1 275 (300-1)</b>			
LNAV MDA	1000-1 611 (600-1)	1000-1 3/4 611 (600-1 3/4)	1000-2 611 (600-2)	
CIRCLING	1140-1 737 (800-1)	1140-2 737 (800-2)	1220-2 3/4 817 (900-2 3/4)	MIRL Rwy 7-25

RUSSELLVILLE, ARKANSAS

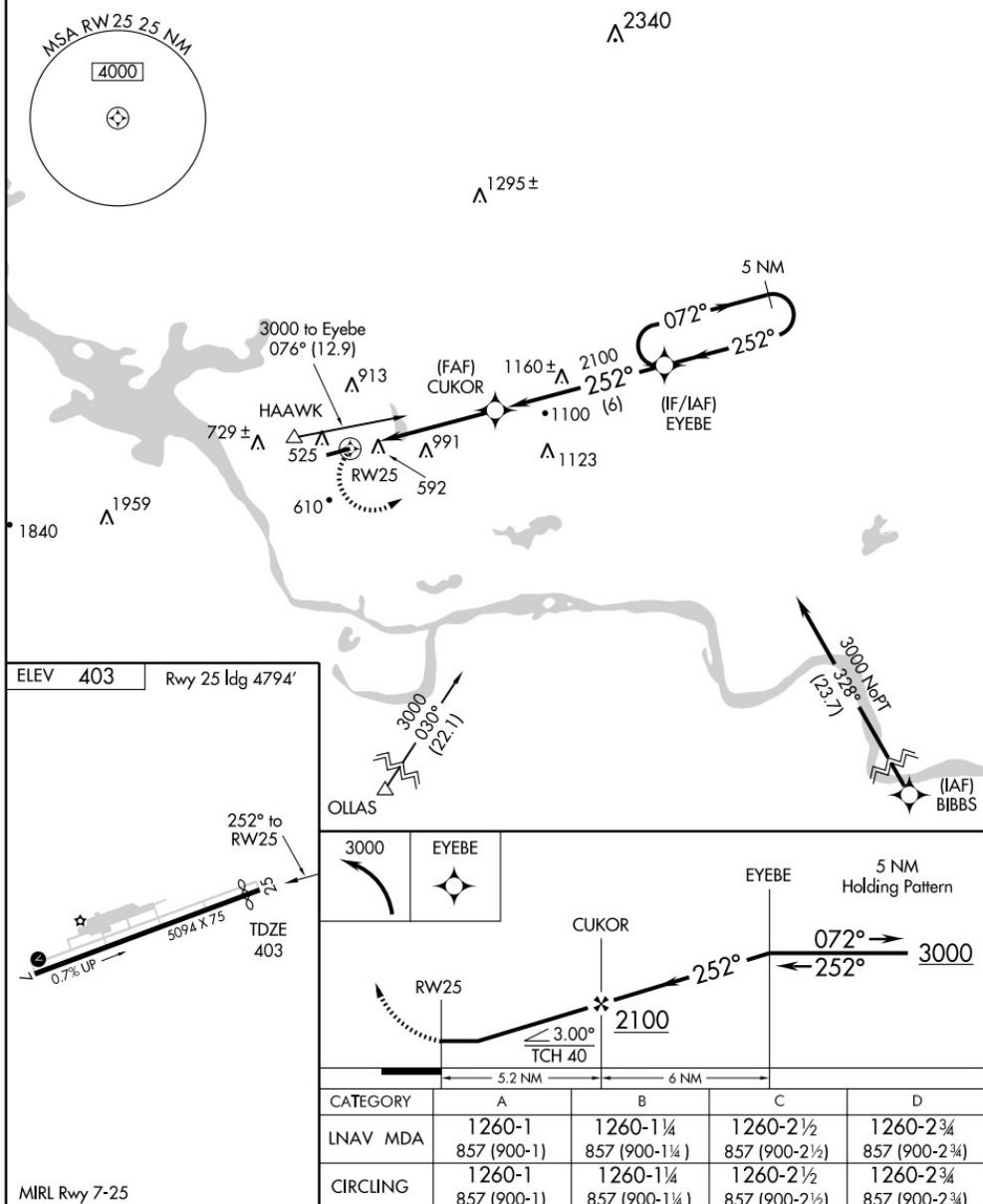
AL-6231 (FAA)

APP CRS 252°	Rwy Idg 4794
TDZE 403	Apt Elev 403

# RNAV (GPS) RWY 25

RUSSELLVILLE RGNL (RUE)

<b>T</b>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		MISSIED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.	
<b>NA</b>				
ASOS <b>132.475</b>	RAZORBACK APP CON <b>120.9 343.75</b>		MEMPHIS CENTER <b>128.475 377.15</b>	UNICOM <b>122.7 (CTAF)</b>



SEARCY, ARKANSAS

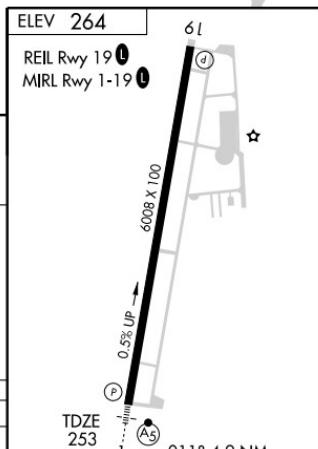
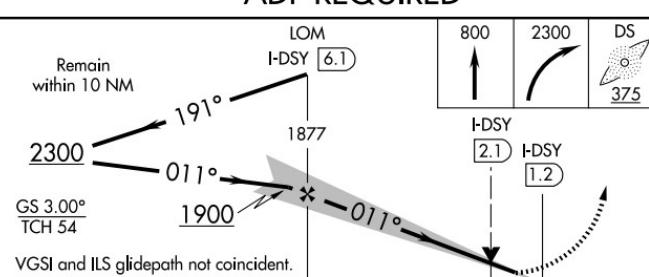
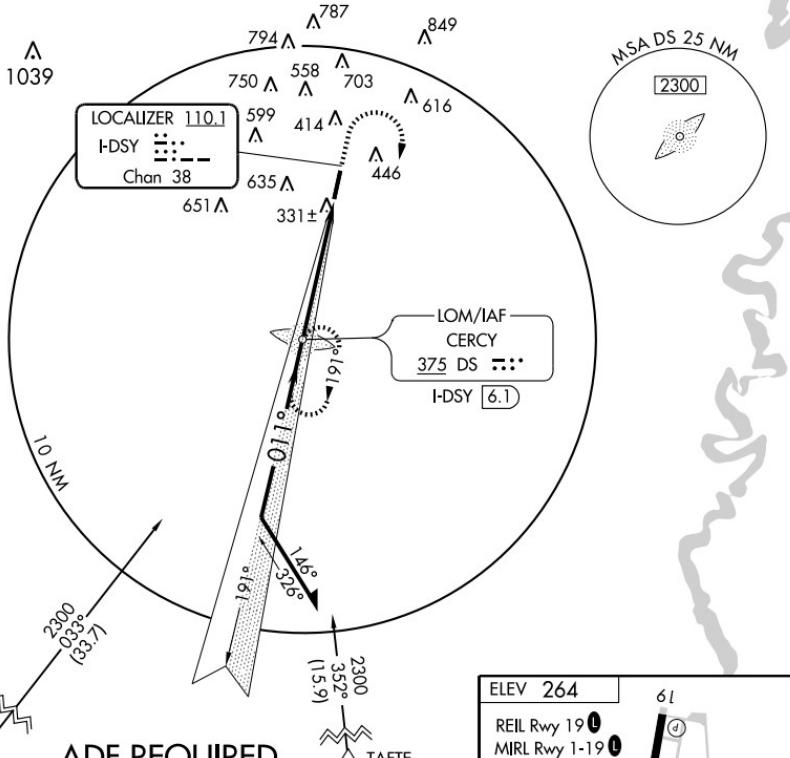
AL-6091 (FAA)

LOC I-DSY	APP CRS	Rwy Idg	<b>6008</b>
<b>110.1</b>	<b>011°</b>	TDZE	<b>253</b>
Chan 38		Apt Elev	<b>264</b>

# ILS or LOC RWY 1 SEARCY MUNI (SRC)

▲ NA Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. ADF Required.

MALSR MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

ASOS  
**128.325**LITTLE ROCK APP CON  
**119.75 291.775**CLNC DEL  
**119.75**UNICOM  
**122.7 (CTAF) 0**

CATEGORY	A	B	C	D
S-ILS 1		<b>453-½</b>	200 (200-½)	NA
S-LOC 1		<b>600-½</b>	347 (400-½)	NA
CIRCLING	<b>760-1</b>	<b>496 (500-1)</b>	<b>760-1½</b>	NA

FAF to MAP 4.9 NM

Knots 60 90 120 150 180

Min:Sec 4:54 3:16 2:27 1:58 1:38

WAAS CH 81824 W01A	APP CRS 011°	Rwy Idg 6008 TDZE 253 Apt Elev 264
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**RNAV (GPS) RWY 1**

SEARCY MUNI (SRC)

⚠ Circling NA for Cat C west of runway 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. For inoperative MALSR increase LPV visibility to 1 mile.

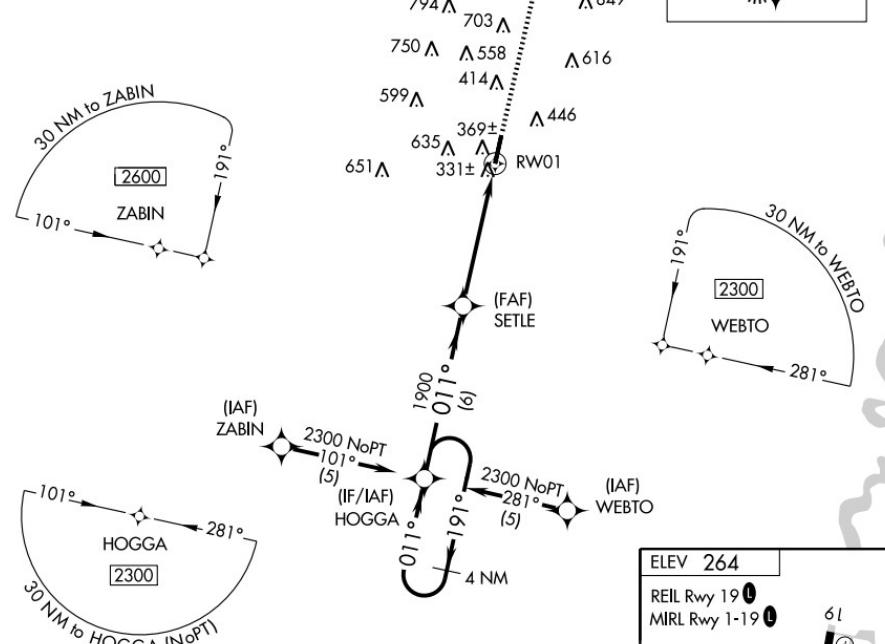
MALSR MISSED APPROACH:  
Climb to 2900 direct  
BOLLU and hold.

ASOS  
128.325LITTLE ROCK APP CON  
119.75 291.775CLNC DEL  
119.75UNICOM  
122.7 (CTAF) 0

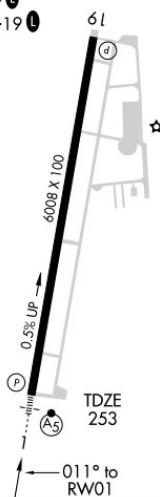
A1182

MISSSED APCH FIX

4 NM  
011° 191°  
BOLLU



CATEGORY	A	B	C	D		
LPV DA	503-½ 250 (300-½)		NA			
LNAV/ DA VNAV	NA					
LNAV MDA	620-½ 367 (400-½)					
CIRCLING	760-1 496 (500-1)	496 (500-1½)	NA			



# RNAV (GPS) RWY 19

## SEARCY MUNI (SRC)

WAAS CH 86224 W19A	APP CRS 191°	Rwy Idg 6008 TDZE 264 Apt Elev 264
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A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

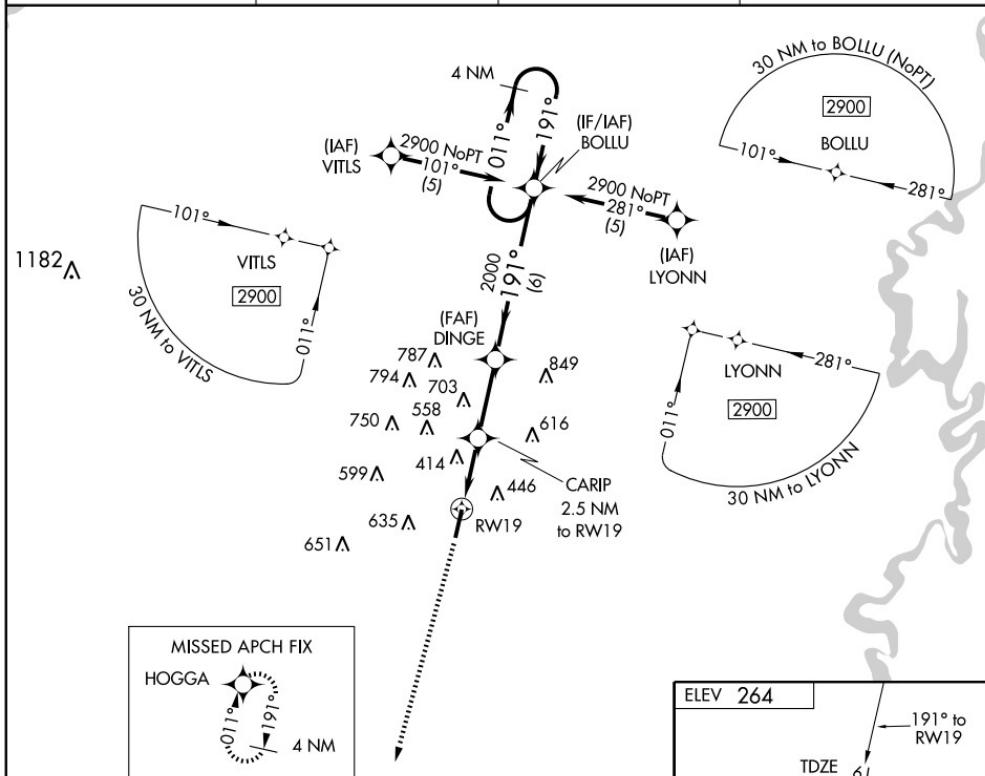
MISSSED APPROACH:  
Climb to 2300 direct  
HOGGA and hold.

ASOS  
**128.325**

LITTLE ROCK APP CON  
**119.75 291.775**

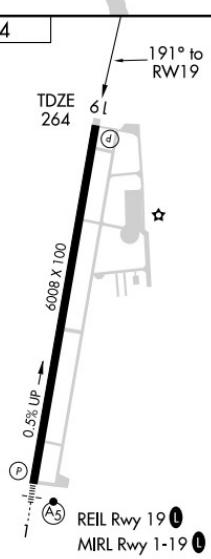
CLNC DEL  
**119.75**

UNICOM  
**122.7 (CTAF)**



2300	HOGGA	VGSI and RNAV glidepath not coincident.
*LNAV only	CARIP, 2.5 NM to RW19	DINGE
*1.2 NM to RW19	BOLLU	4 NM Holding Pattern 191° to 2900
RW19	1100	011° 191° GS 3.00° TCH 40
1.2	2.7 NM	6 NM

CATEGORY	A	B	C	D
LPV DA	514-1 250 (300-1)			NA
LNAV/ VNAV DA		NA		
LNAV MDA	680-1 416 (500-1)	680-1½ 416 (500-1½)		NA
CIRCLING	760-1 496 (500-1)	760-1½ 496 (500-1½)		NA



# RNAV (GPS) RWY 18

SILOAM SPRINGS/SMITH FIELD (SLG)

WAAS CH 90208 W18A	APP CRS 181°	Rwy Idg 4997 TDZE 1191 Apt Elev 1191
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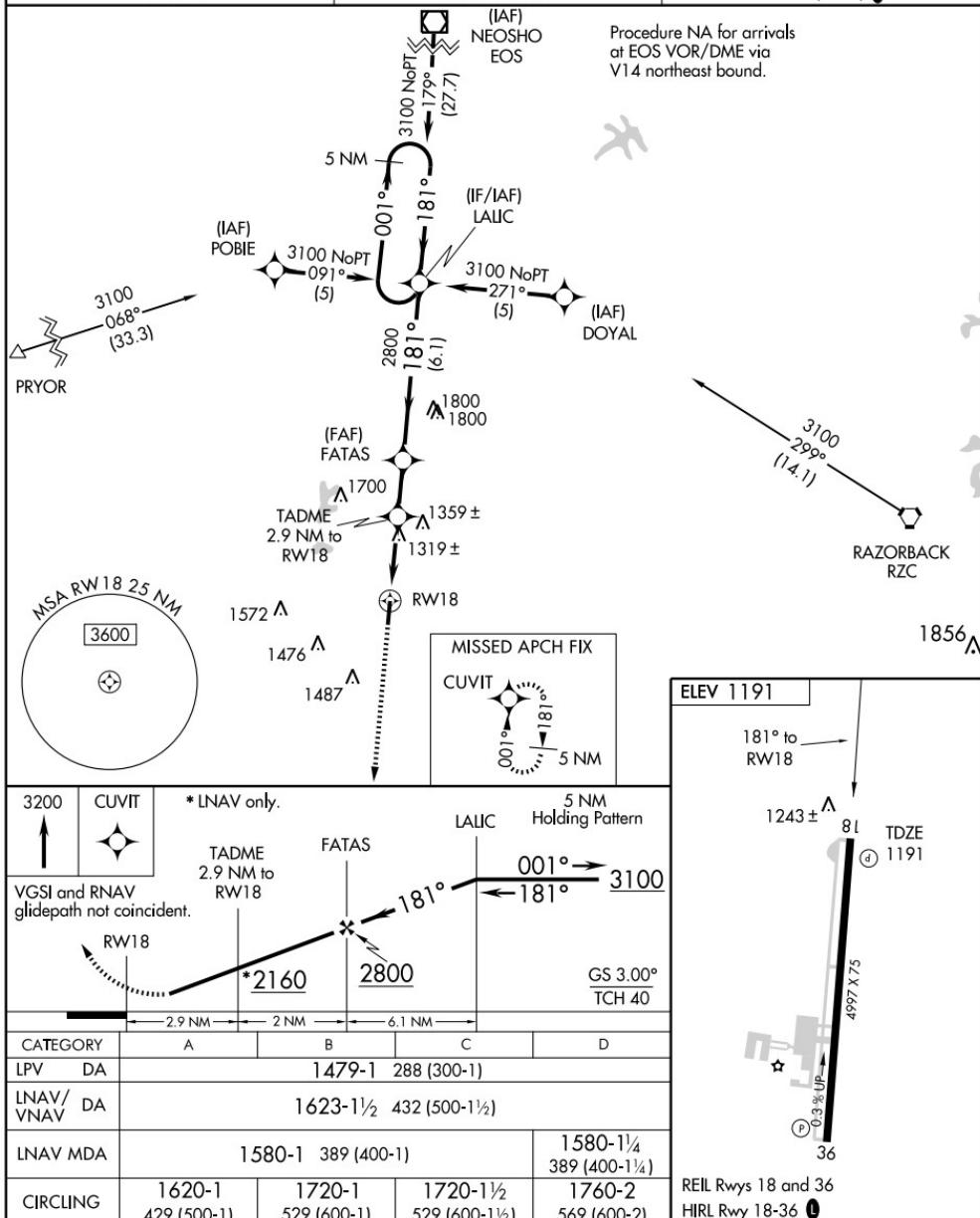
▼ BARO-VNAV NA when using Northwest Arkansas Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

MISSIED APPROACH:  
Climb to 3200 direct  
CUVIT and hold.

AWOS-3  
118.375

RAZORBACK APP CON★  
121.0 244.57

UNICOM  
122.8 (CTAF) 0



# RNAV (GPS) RWY 36

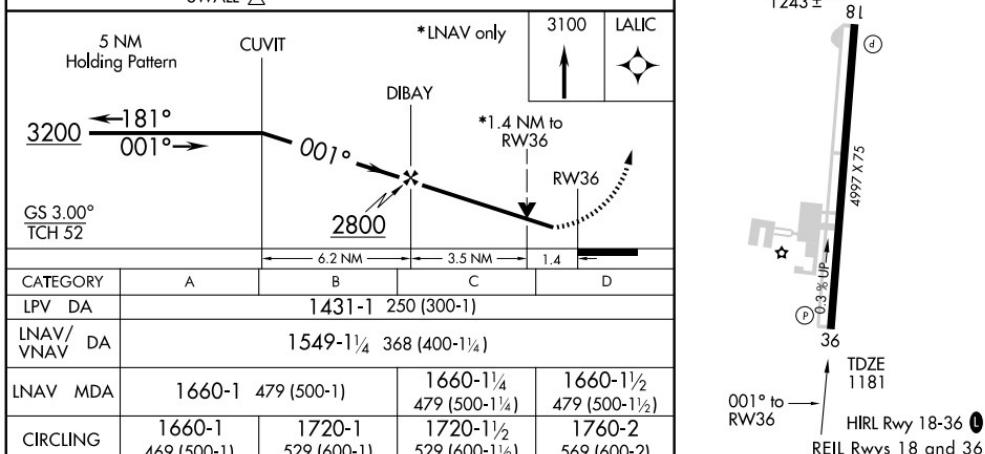
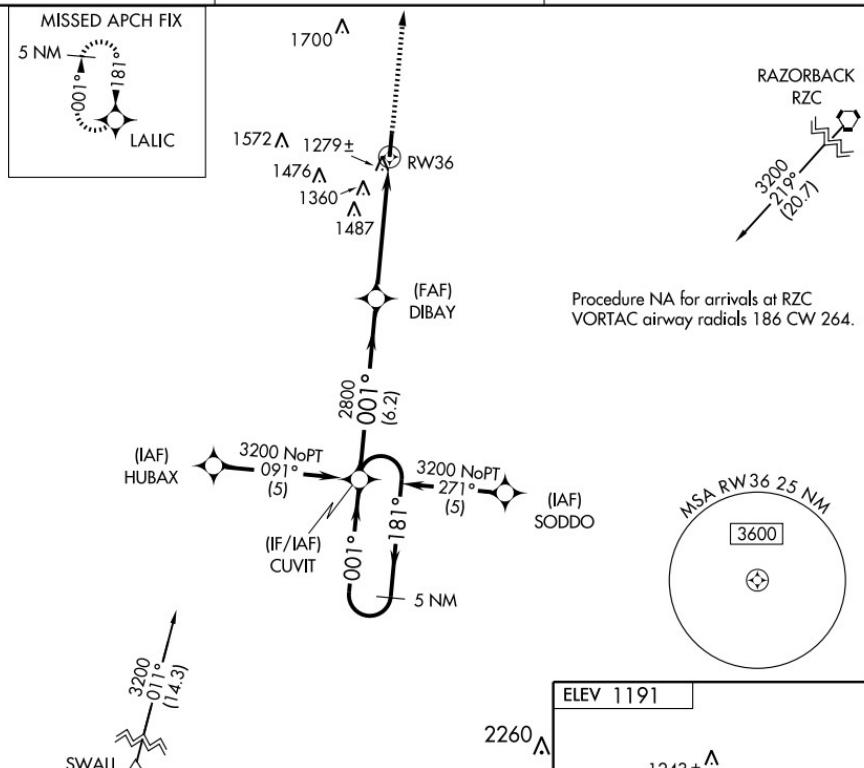
## SILOAM SPRINGS/SMITH FIELD (SLG)

WAAS CH <b>63105</b>	APP CRS <b>001°</b>	Rwy Idg <b>4997</b> TDZE <b>1181</b> Apt Elev <b>1191</b>
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**V** If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F), DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

**A** MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3 <b>118.375</b>	RAZORBACK APP CON ★ <b>121.0 244.57</b>	UNICOM <b>122.8 (CTAF) 0</b>
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VOR-A

SILLOAM SPRINGS/SMITH FIELD (SLG)

VORTAC RZC <b><u>116.4</u></b> Chan 111	APP CRS <b>255°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1191</b>
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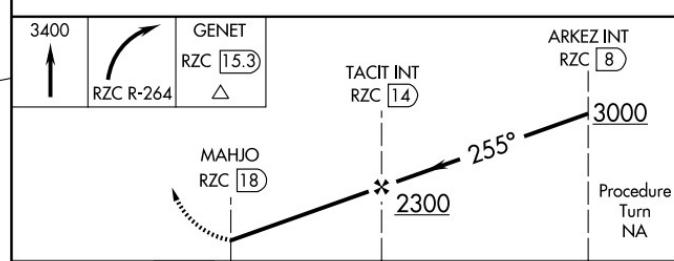
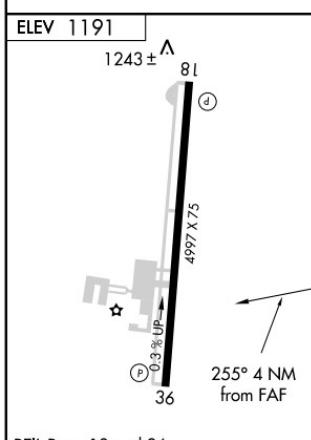
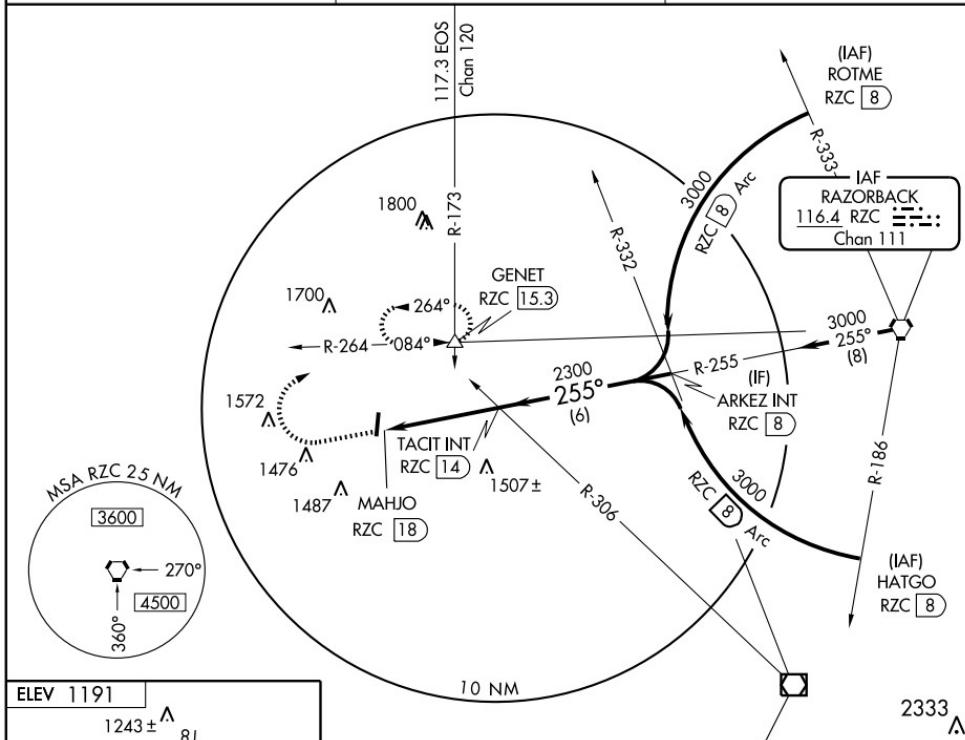
**T** If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

AWOS-3  
118-375

RAZORBACK APP CON ★  
121.0 244.57

UNICOM  
122.8 (CTAF) 

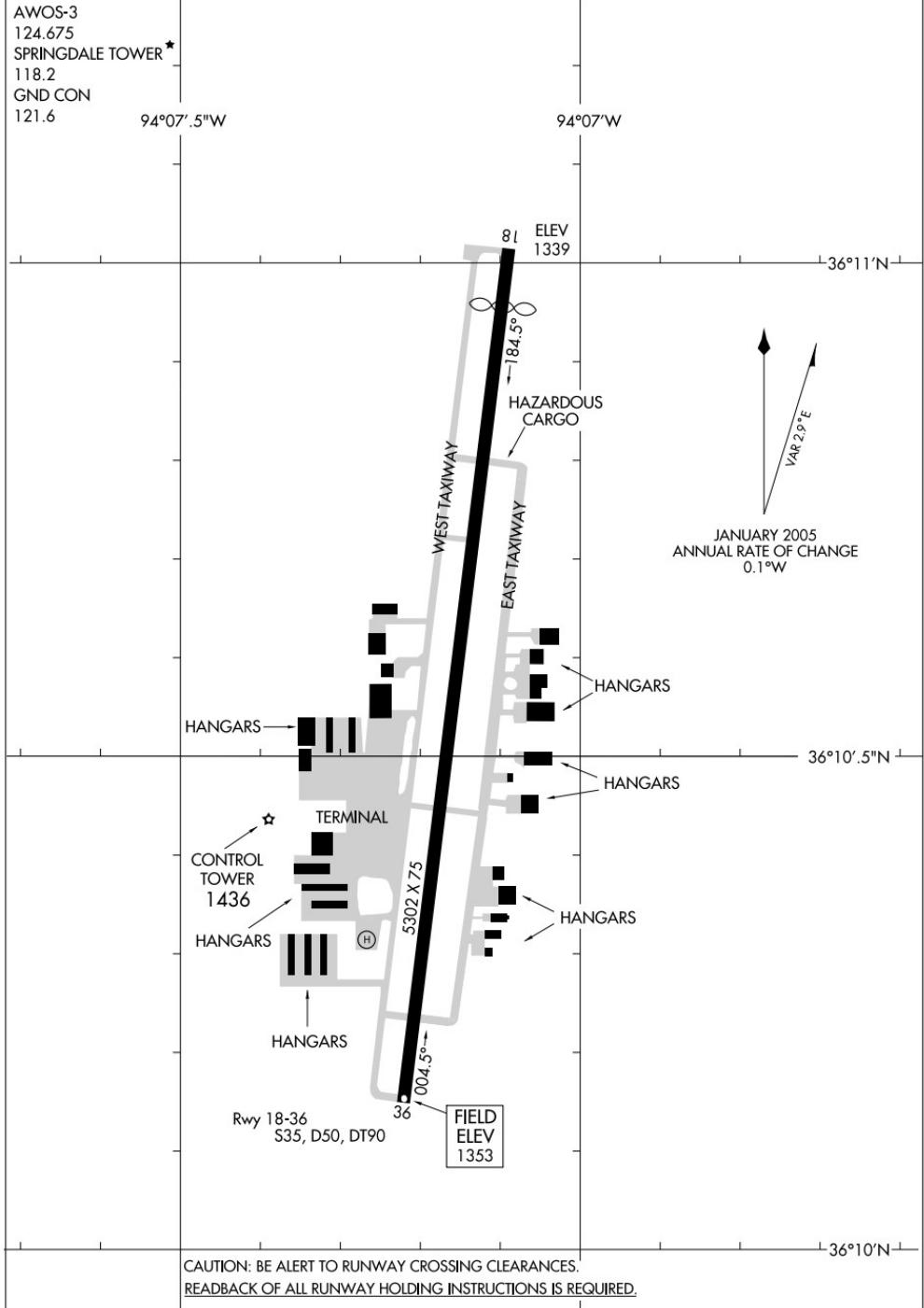


FAF to MAP 4 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1640-1	1720-1	1720-1½	1760-2
Min:Sec	4:00	2:40	2:00	1:36	1:20	449 (500-1)	529 (600-1)	529 (600-1½)	569 (600-2)

06215

## AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS

SC-17 DEC 2009 to 14 JAN 2010

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

# ILS or LOC RWY 18

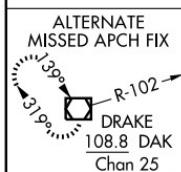
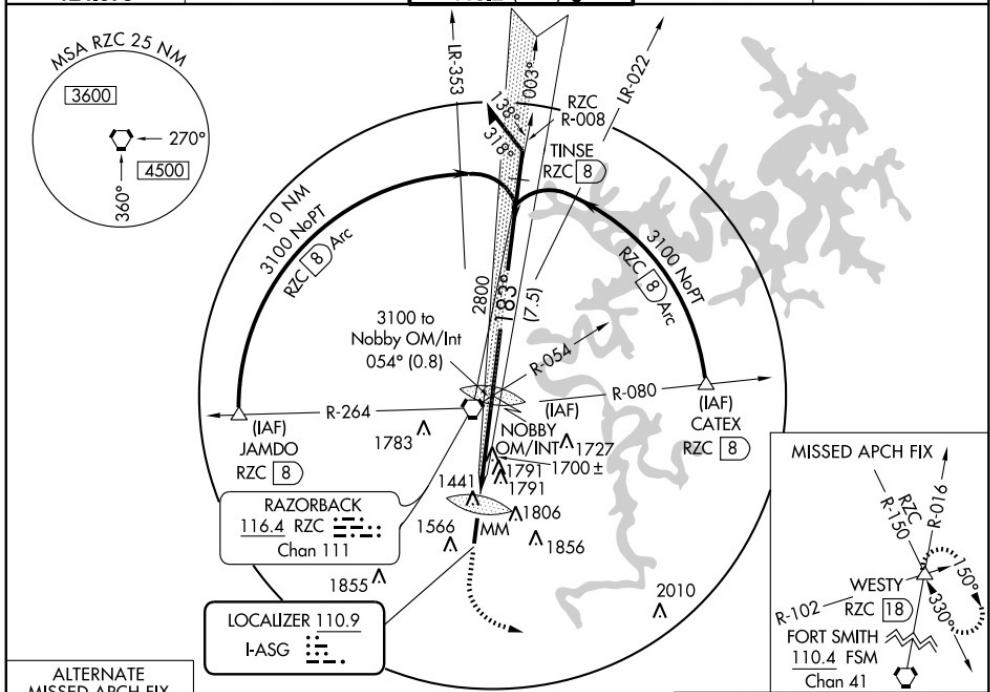
## SPRINGDALE MUNI (ASG)

LOC I-ASG <b>110.9</b>	APP CRS <b>183°</b>	Rwy Idg <b>4939</b> TDZE <b>1351</b> Apt Elev <b>1353</b>
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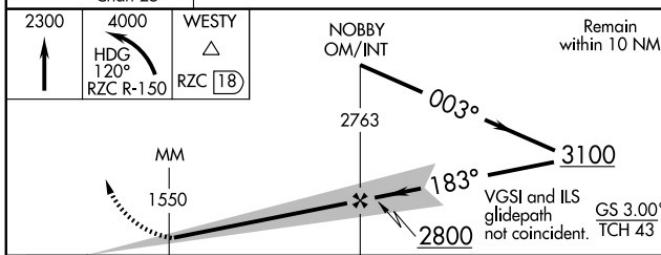
**V** If local altimeter setting not received, use Northwest Arkansas Muni altimeter setting, and increase all DAs/MDAs 40 feet. Inoperative table does not apply to S-ILS 18, and S-LOC 18 Cat. C. Circling NA east of runway 18-36.



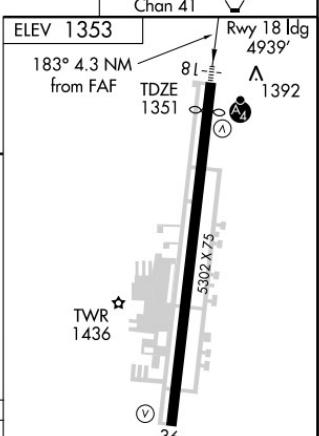
MISSIED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC R-150 to Westy Int/RZC 18 DME and hold.

AWOS-3  
**124.675**RAZORBACK APP CON★  
**126.6 305.2**SPRINGDALE TOWER★  
**118.2 (CTAF) 0**GND CON  
**121.6**UNICOM  
**122.95**

2300	4000	WESTY
HDG 120° RZC R-150		RZC 18



CATEGORY	A	B	C	D
S-ILS 18		1551-¾	200 (200-¾)	
S-LOC 18	1960-¾ 609 (700-¾)		1960-1¾ 609 (700-1¾)	1960-2 609 (700-2)
CIRCLING	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	1960-2 607 (700-2)



FAF to MAP 4.3 NM				
Knots	60	90	120	150
Min:Sec	4:18	2:52	2:09	1:43
	1:26			



# RNAV (GPS) RWY 36

## SPRINGDALE MUNI (ASG)

WAAS Ch 77512	APP CRS 003°	Rwy Idg 5302
		TDZE 1353
W36A		Apt Elev 1353

V DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1642 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3300 direct FITAL and hold.

AWOS-3  
**124.675**

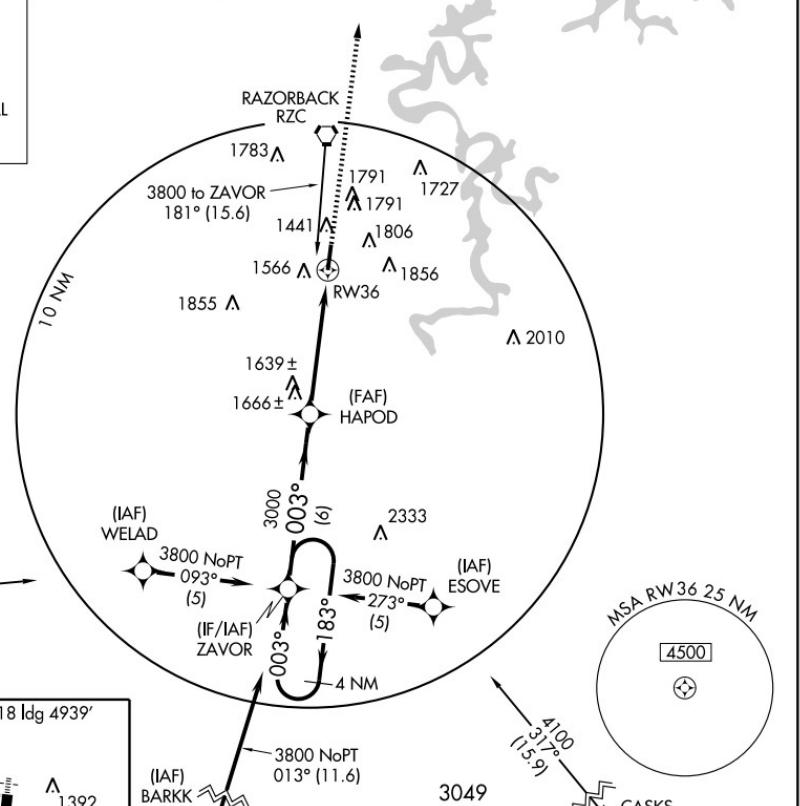
RAZORBACK APP CON ★  
**126.6 305.2**

SPRINGDALE TOWER ★  
**118.2 (CTAF) 0**

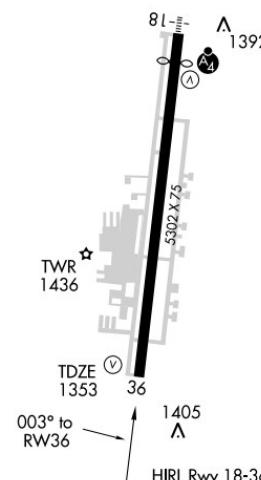
GND CON  
**121.6**

UNICOM  
**122.95**

MISSING APCH FIX



ELEV 1353 Rwy 18 Idg 4939'



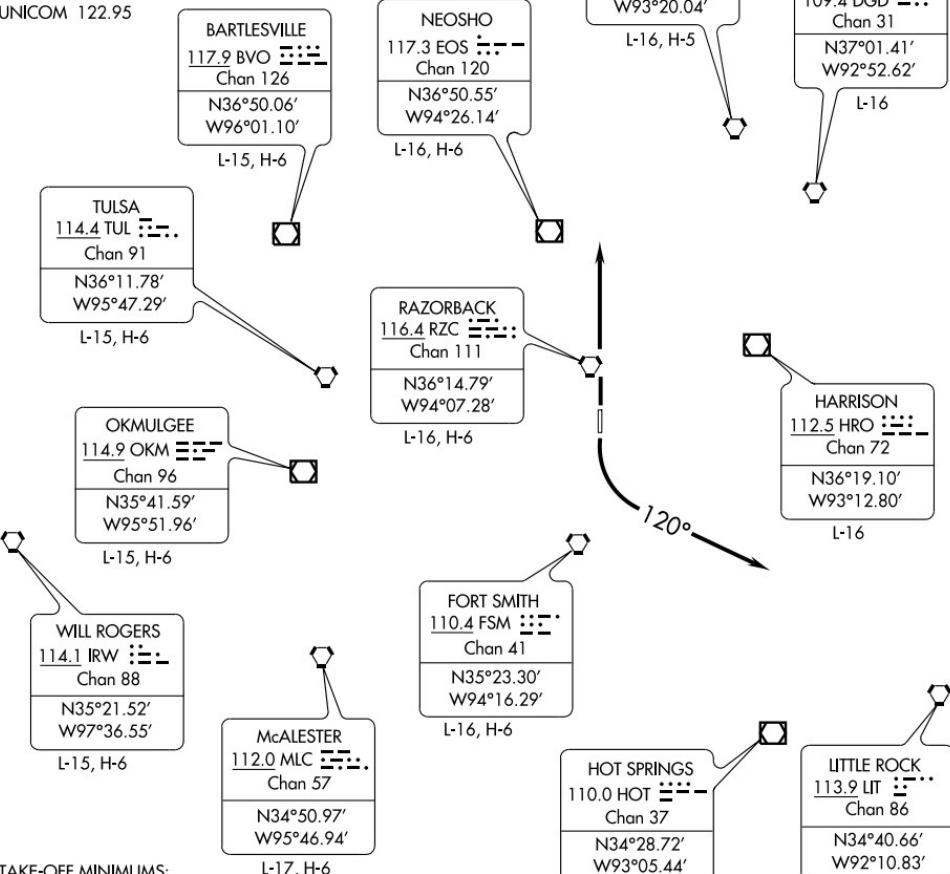
4 NM Holding Pattern		ZAVOR	3300	FITAL
3800 ← 183°		003° →	3000	
GS 3.00° TCH 45		VGSI and RNAV glidepath not coincident.	HAPOD	
CATEGORY	A	B	C	D
LPV DA		1603-1	250 (300-1)	
LNAV DA VNAV		NA		
LNAV MDA	1960-1 607 (700-1)	1960-1 3/4 607 (700-1 3/4)	1960-2 607 (700-2)	
CIRCLING	1960-1 607 (700-1)	1960-1 3/4 607 (700-1 3/4)	1960-2 607 (700-2)	

## SPRING TWO DEPARTURE

SL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS

GND CON 121.6  
 SPRINGDALE TOWER \*  
 118.2 (CTAF)  
 AWOS-3 124.675  
 RAZORBACK DEP CON \*  
 126.6 305.2  
 UNICOM 122.95



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 18:** Climb runway heading to 1900 feet, then turn left heading 120°, thence...

**TAKE-OFF RUNWAY 36:** Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Climb and maintain 4000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

**LOST COMMUNICATIONS:** If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

## SPRINGDALE, ARKANSAS

AL-5165 (FAA)

VORTAC RZC <b><u>116.4</u></b> Chan 111	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>5302</b> <b>1353</b> <b>1353</b>
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VOR/DME RWY 36  
SPRINGDALE MUNI (ASG)

**T** Circling NA east of Rwy 18-36.

**MISSED APPROACH:** Climb to 3000 via R-176 to RZC VORTAC and hold.

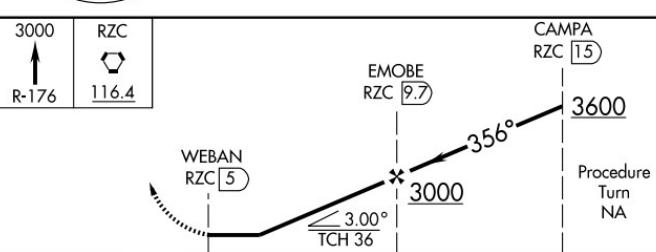
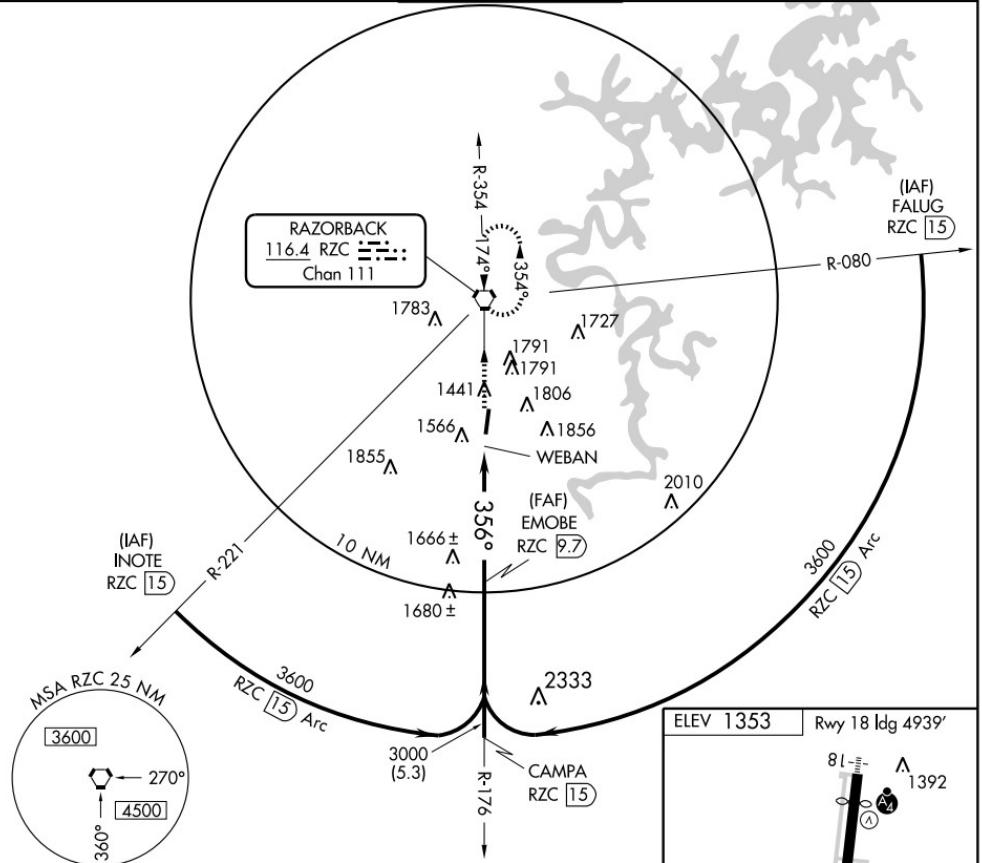
AWOS-3  
124.675

RAZORBACK APP CON★  
**126.6 305.2**

**SPRINGDALE TOWER** ★  
**118.2(CTAF) L**

GND CON  
121.6

**UNICOM  
122.95**



CATEGORY	A	B	C	D		
	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)	HIRL Rwy 18-36	1353 1405
S-36	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)		
CIRCLING	1980-1	627 (700-1)	1980-1¾ 627 (700-1¾)	1980-2 627 (700-2)	Knots	60 90 120 150 180
					Min: Sec	

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

## VOR RWY 18

SPRINGDALE MUNI (ASG)

VORTAC RZC 116.4 Chan 111 APP CRS 174° Rwy Idg 4939 TDZE 1351 Apt Elev 1353

**T** Circling NA east of Rwy 18-36.  
**A NA** Inoperative table does not apply.

MALSF

MISSIED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC-150 to WESTY INT and hold.

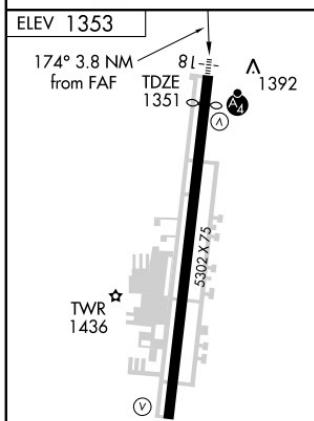
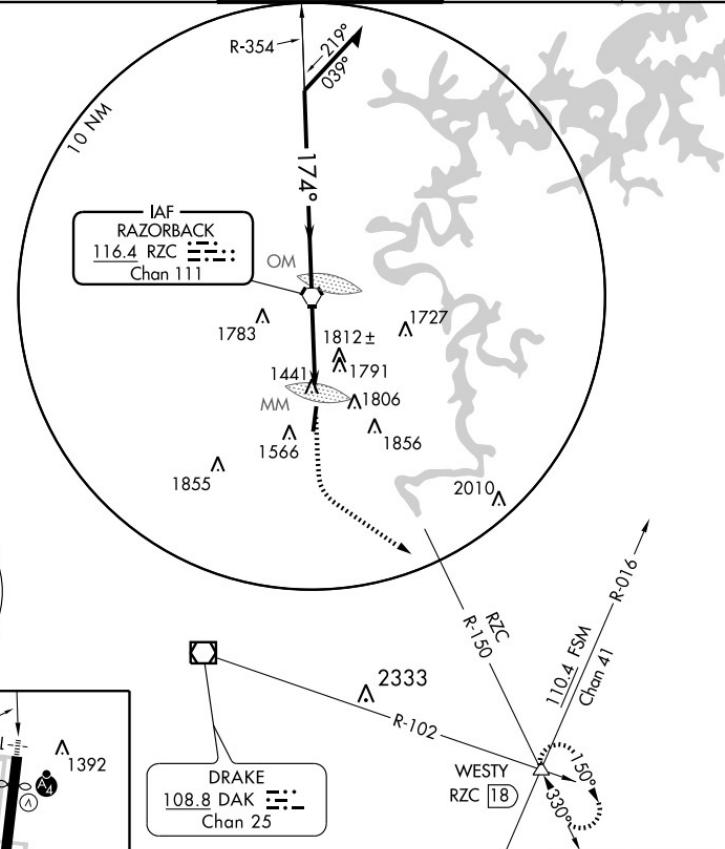
AWOS-3 124.675

RAZORBACK APP CON ★ 126.6 305.2

SPRINGDALE TOWER ★ 118.2 (CTAF) 0

GND CON 121.6

UNICOM 122.95

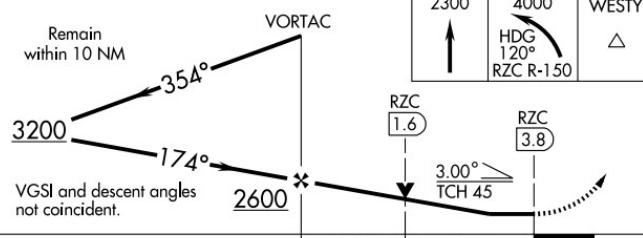


HIRL Rwy 18-36 0 1405 A

FAF to MAP 3.8 NM

Knots 60 90 120 150 180

Min:Sec 3:48 2:32 1:54 1:31 1:16



CATEGORY	A	B	C	D
S-18	2080-1 729 (800-1)		2080-2 729 (800-2)	2080-2 1/4 729 (800-1/4)
CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	2080-2 1/4 727 (800-1/4)

STUTTGART, ARKANSAS

AL-408 (FAA)

## ILS or LOC RWY 36

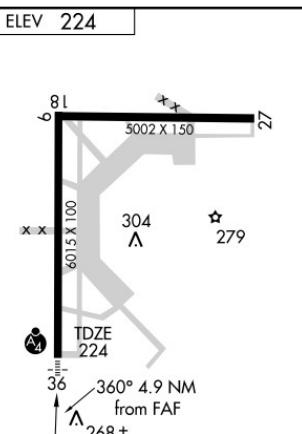
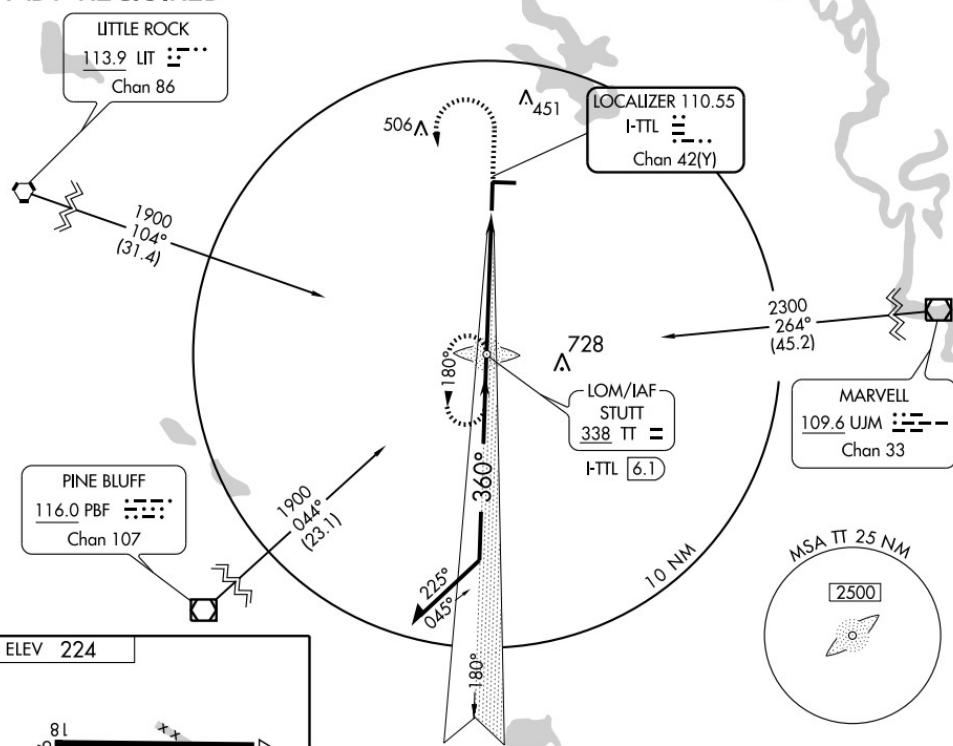
STUTTGART MUNI (SGT)

LOC/DME I-TTL <b>110.55</b> Chan 42(Y)	APP CRS <b>360°</b>	Rwy Idg <b>6016</b> TDZE <b>224</b> Apt Elev <b>224</b>
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<b>V</b> If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/ Adams Field altimeter setting.	MALSF 	MISSED APPROACH: Climb to 800, then climbing left turn to 1900 direct STUTT LOM and hold.
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AWOS-3  
**119.025**LITTLE ROCK APP CON  
**135.4 353.6**CLNC DEL  
**123.7**UNICOM  
**122.8 (CTAF) 0**

## ADF REQUIRED



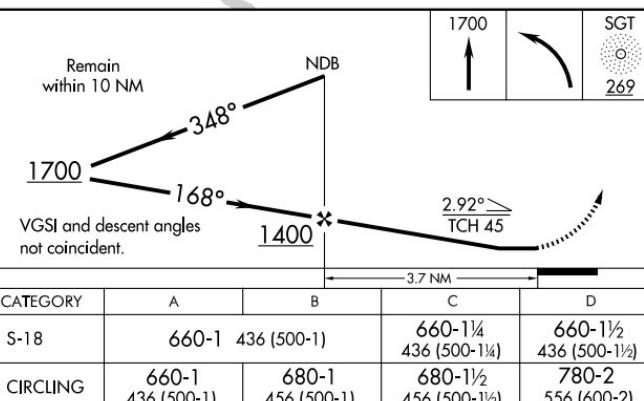
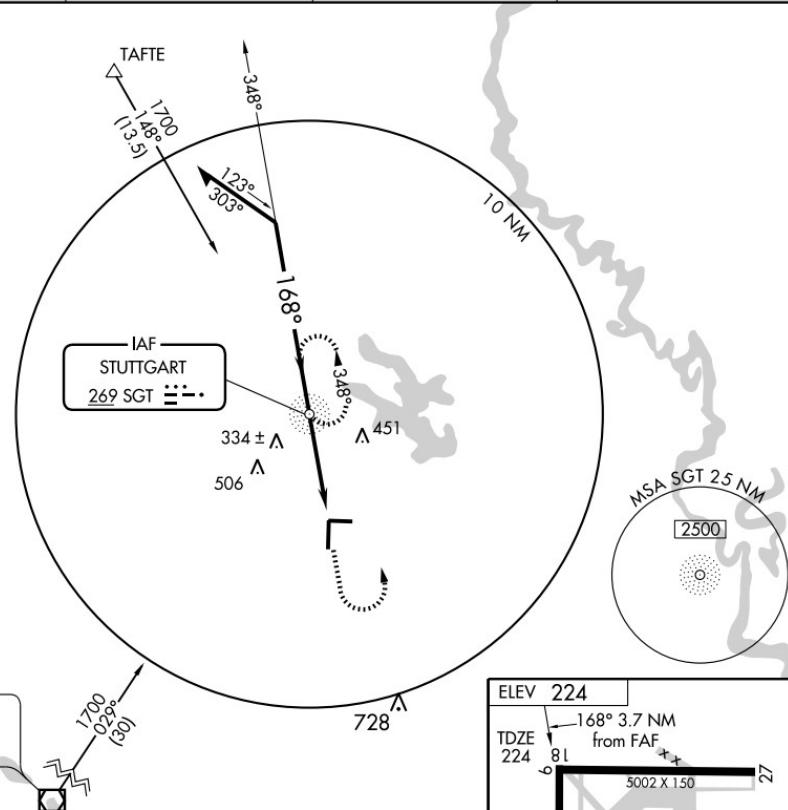
CATEGORY	A	B	C	D
S-ILS 36		424-3/4	200 (200-3/4)	
S-LOC 36		520-3/4	296 (300-3/4)	520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

NDB SGT <b>269</b>	APP CRS <b>168°</b>	<b>6016</b> TDZE <b>224</b> Apt Elev <b>224</b>
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# NDB RWY 18

STUTTGART MUNI (SGT)

<b>▼</b> When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and S-18 visibility Cat C/D $\frac{1}{4}$ mile.		MISSIED APPROACH: Climb to 1700 then left turn direct SGT NDB and hold.	
AWOS-3 <b>119.025</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	CLNC DEL <b>123.7</b>	UNICOM <b>122.8 (CTAF)</b> 



# RNAV (GPS) RWY 9

## STUTTGART MUNI (SGT)

APP CRS <b>090°</b>	Rwy Idg <b>5002</b>
TDZE <b>219</b>	Apt Elev <b>224</b>

**T** If local altimeter setting not received, use Little Rock/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

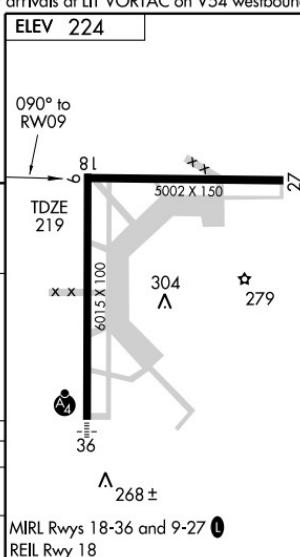
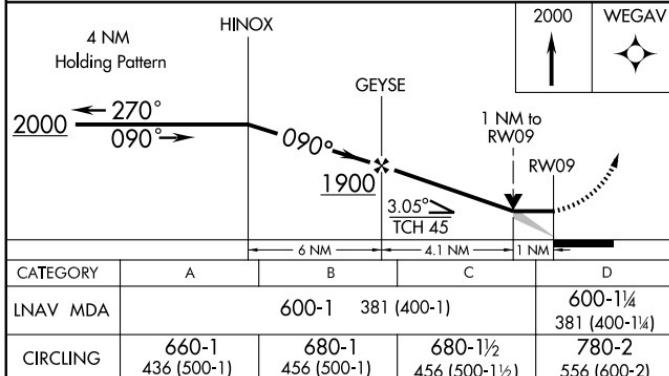
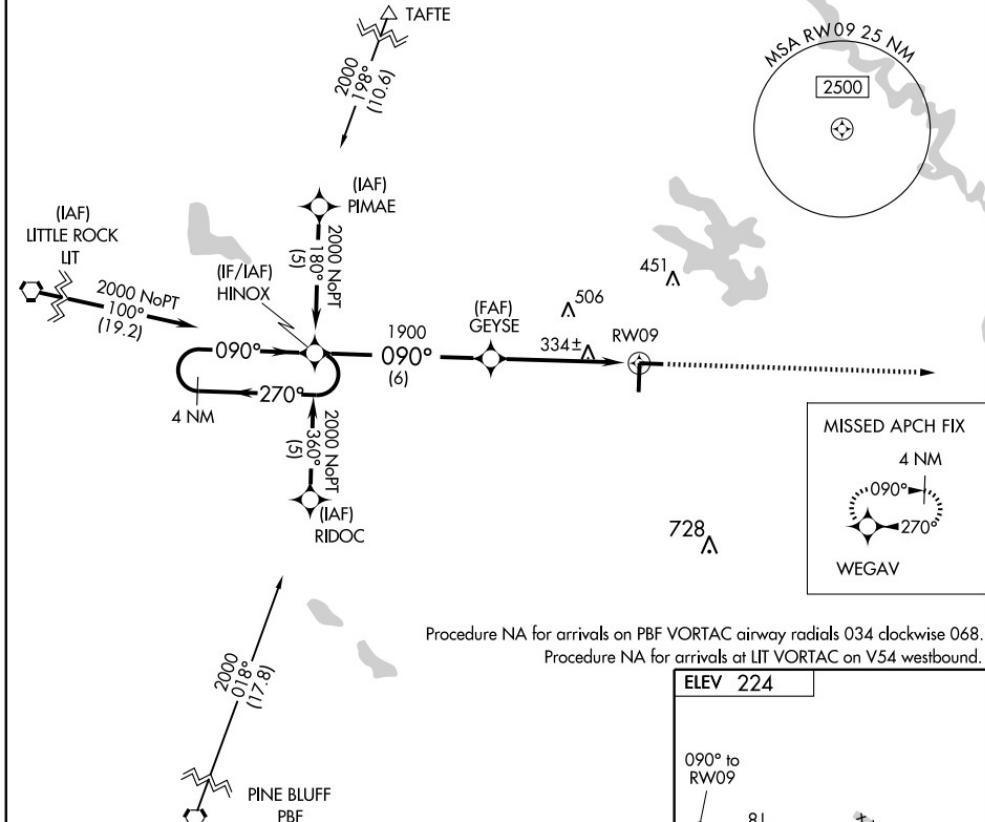
**MISSSED APPROACH:** Climb to 2000 direct WEGAV and hold.

AWOS-3  
**119.025**

LITTLE ROCK APP CON  
**135.4 353.6**

CLNC DEL  
**123.7**

UNICOM  
**122.8 (CTAF)**



# RNAV (GPS) RWY 18

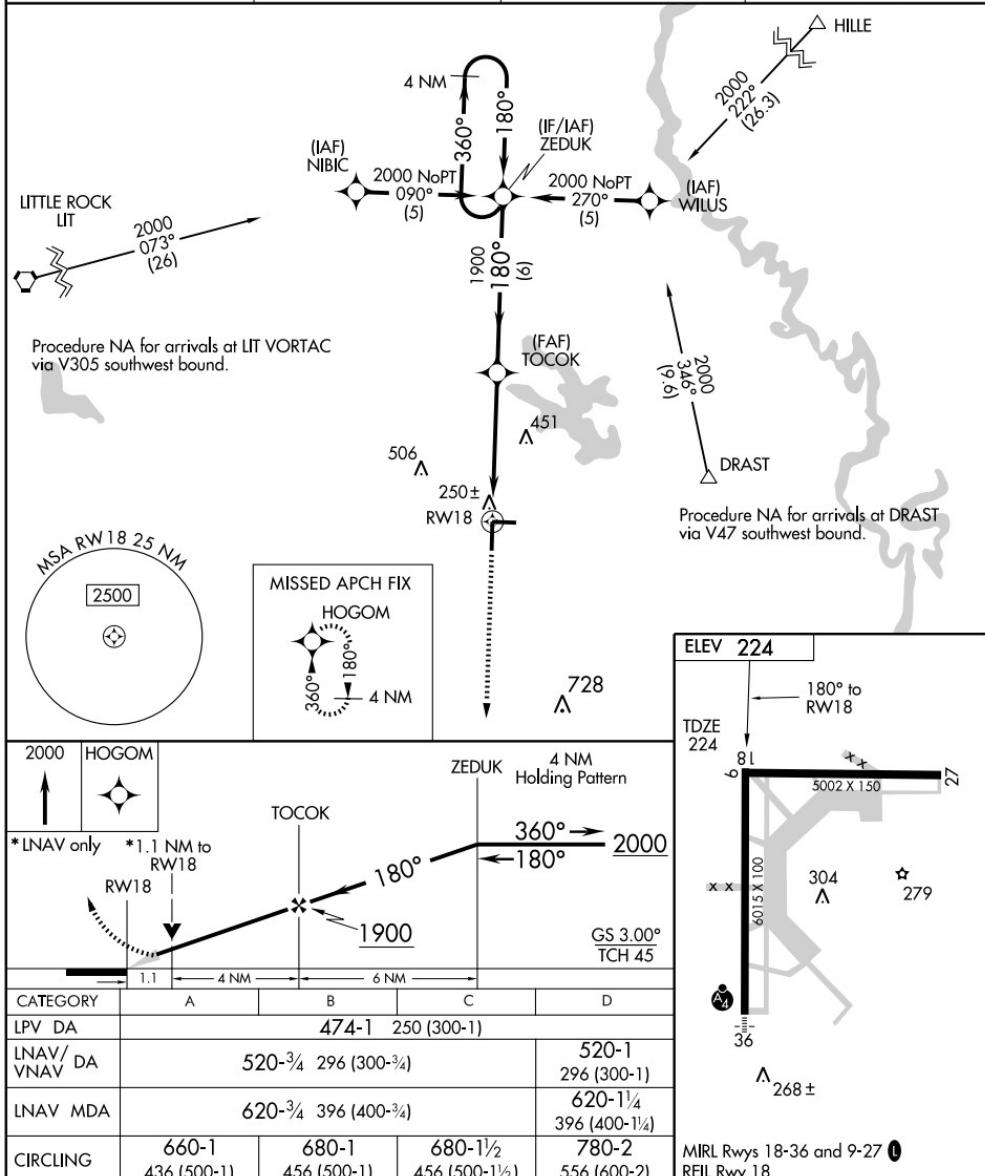
STUTTGART MUNI (SGT)

WAAS CH 58303 W18A	APP CRS 180°	Rwy Idg 6015 TDZE 224 Apt Elev 224
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V If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. BARO-VNAV NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Little Rock/Adams Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

AWOS-3 <b>119.025</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	CLNC DEL <b>123.7</b>	UNICOM <b>122.8 (CTAF)</b>
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STUTTGART, ARKANSAS

APP CRS	Rwy Idg	5002
270°	TDZE	219
	Apt Elev	224

AL-408 (FAA)

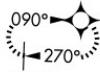
# RNAV (GPS) RWY 27

STUTTGART MUNI (SGT)

<b>T</b> If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.		<b>MISSSED APPROACH:</b> Climb to 2000 direct HINOX and hold.	
AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0

MISSSED APCH FIX

HINOX



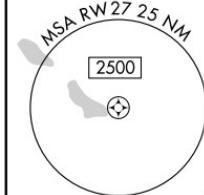
4 NM

Λ<sup>506</sup>

RW27

(FAF)  
HONAM1900  
270°  
(6)090°  
270°  
(5)4 NM  
2000 NoPT  
271°  
(32.9)(IAF)  
MARVELL  
UJM(IF/AIF)  
WEGAV(IAF)  
CISAX

Procedure NA for arrivals on UJM VOR/DME airway radials 252 CW 274 and on PBF VOR/DME airway radials 034 CW 068.

2000  
059°  
(33.1)PINE BLUFF  
PBF2000  
HINOX

1 NM to  
RW27  
3.05°  
TCH 45

Λ<sup>728</sup>

WEGAV 4 NM Holding Pattern

090° → 2000  
270° ← 270°

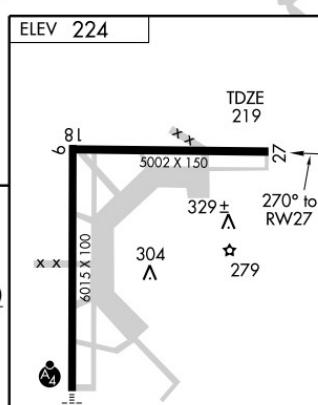
1900

RW27  
1 NM  
4.1 NM  
6 NM

CATEGORY	A	B	C	D
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LNAV MDA	580-1	361 (400-1)	580-1½	361 (400-1½)
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CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)
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MIRL Rwy 18-36 and 9-27 0  
REIL Rwy 18

SC-117 DEC 2006 to 14-JAN-2010

WAAS CH <b>97311</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>6015</b> <b>224</b> <b>224</b>
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**RNAV (GPS) RWY 36**  
STUTTGART MUNI (SGT)

**T** If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase DAs 82 feet and all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA.

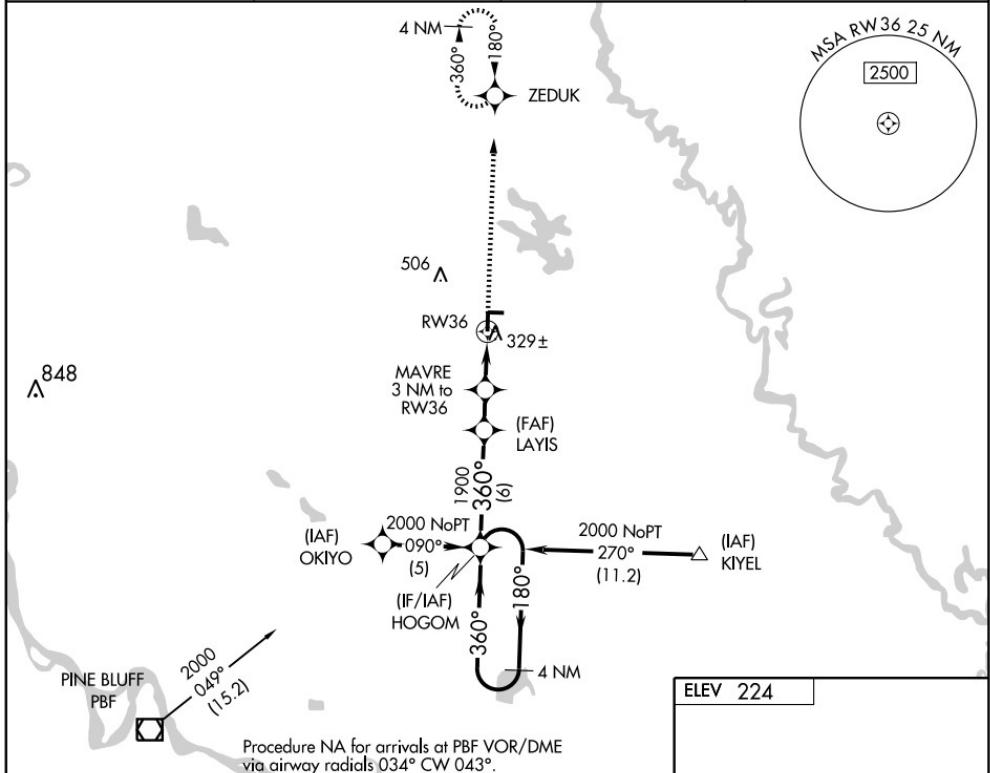
**MALSF** MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

**AWOS-3  
119.025**

LITTLE ROCK APP CON  
135.4 353.6

CLNC DEL  
123.7

UNICOM  
122.8 (CTAF) 0



Procedure NA for arrivals at PBF VOR/DME via airway radials 034° CW 043°.

4 NM  
Holding Pattern

\*LNAV only

CATEGORY	A	B	C	D
LPV DA		474-3/4	250 (300-3/4)	
INAV MDA	620-3/4	396 (400-3/4)		620-1/4

				396 (400-1½)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

VOR/DME PBF 116.0 Chan 107	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 224
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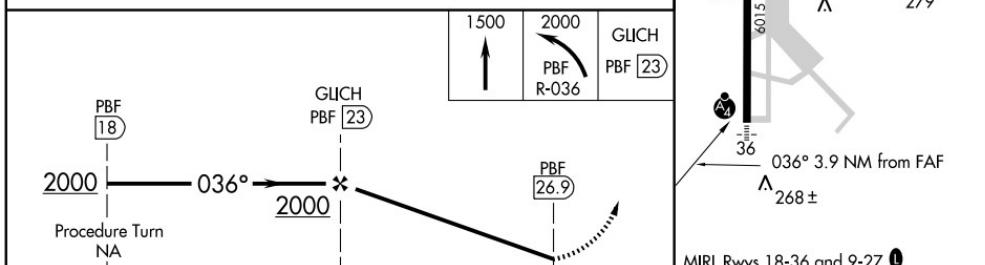
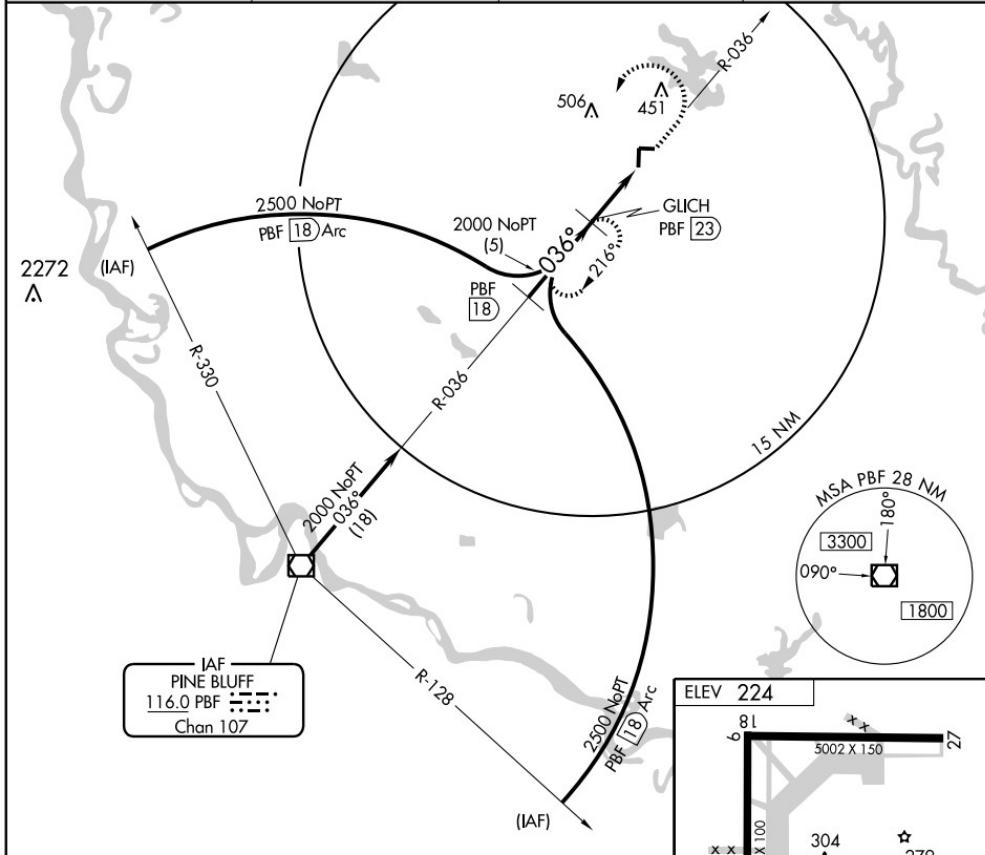
# VOR/DME-A

## STUTTGART MUNI (SGT)

▼ When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and circling visibility Cat C  $\frac{1}{4}$  mile.

MISSIED APPROACH: Climb to 1500 then climbing left turn to 2000 via PBF R-036 to GLICH 23 DME and hold.

AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D	
CIRCLING	760-1 536 (600-1)	760-1½ 536 (600-1½)	760-1½ 536 (600-1½)	780-2 556 (600-2)	Knots 60 90 120 150 180

## AIRPORT DIAGRAM

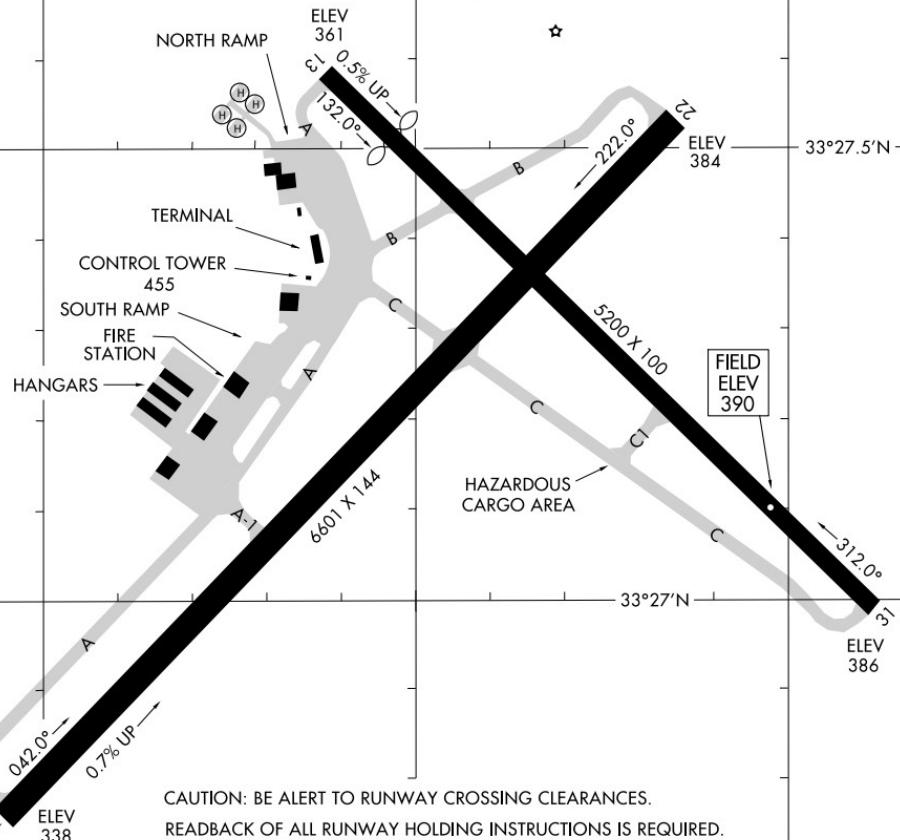
AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)  
TEXARKANA, ARKANSAS

ATIS  
120.2  
TEXARKANA TOWER★  
123.875 235.625  
GND CON  
119.225

D

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 4-22  
S50, D86, ST109, DT120  
RWY 13-31  
S25

ILS or LOC RWY 22

## TEXARKANA RGNL-WEBB FIELD (TXK)

LOC/DME I-TXK <u>111.9</u> Chan 56	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>384</b> <b>390</b>
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**T** When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility  $\frac{1}{4}$  mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

MALSR  
A5

**MISSED APPROACH:** Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

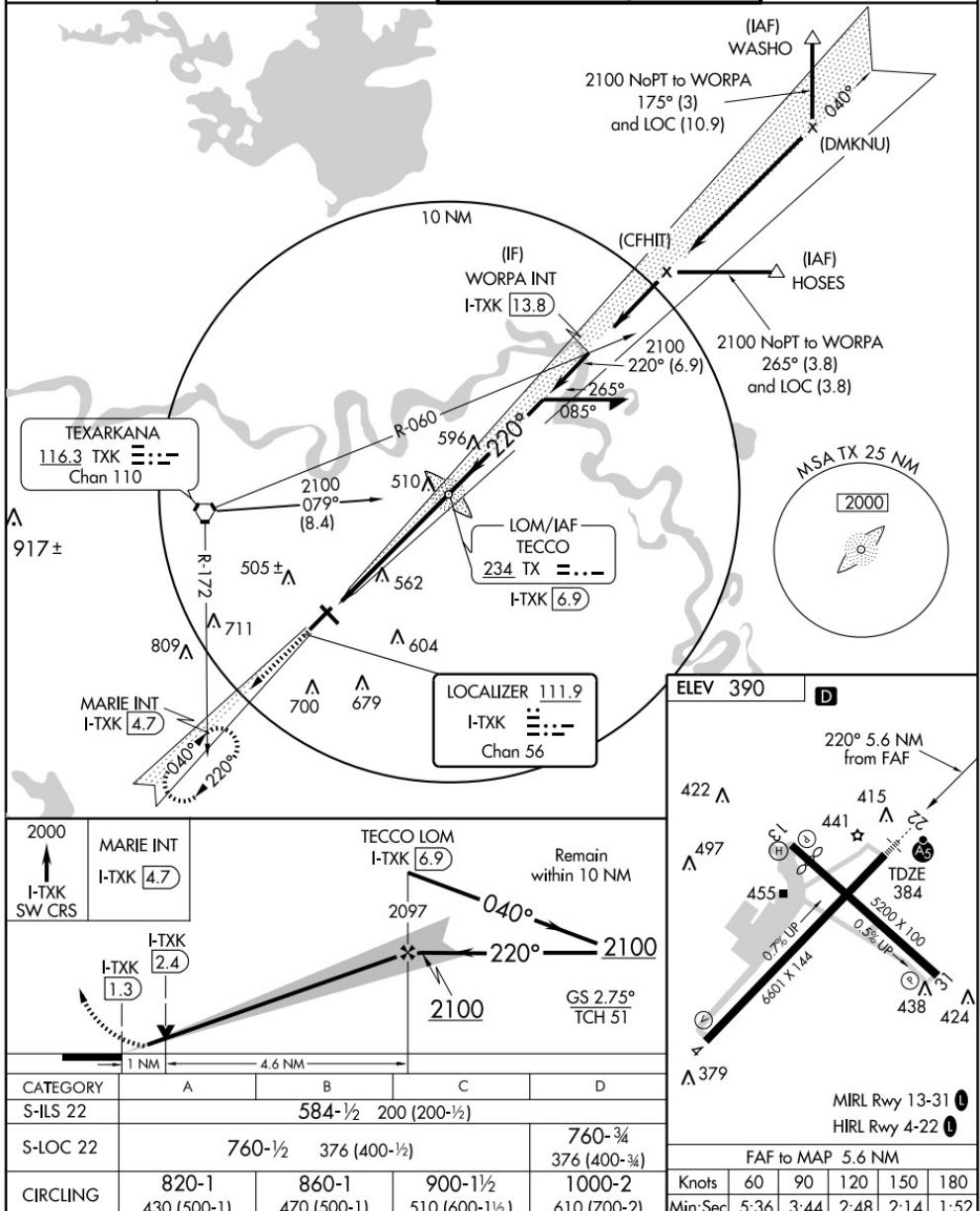
ATIS  
120 2

**FORT WORTH CENTER  
123 925 269 475**

TEXARKANA T

123-875 (CTAF) 235-625

END CON  
19 225



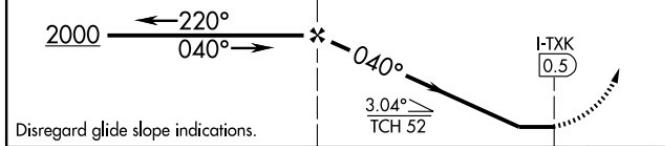
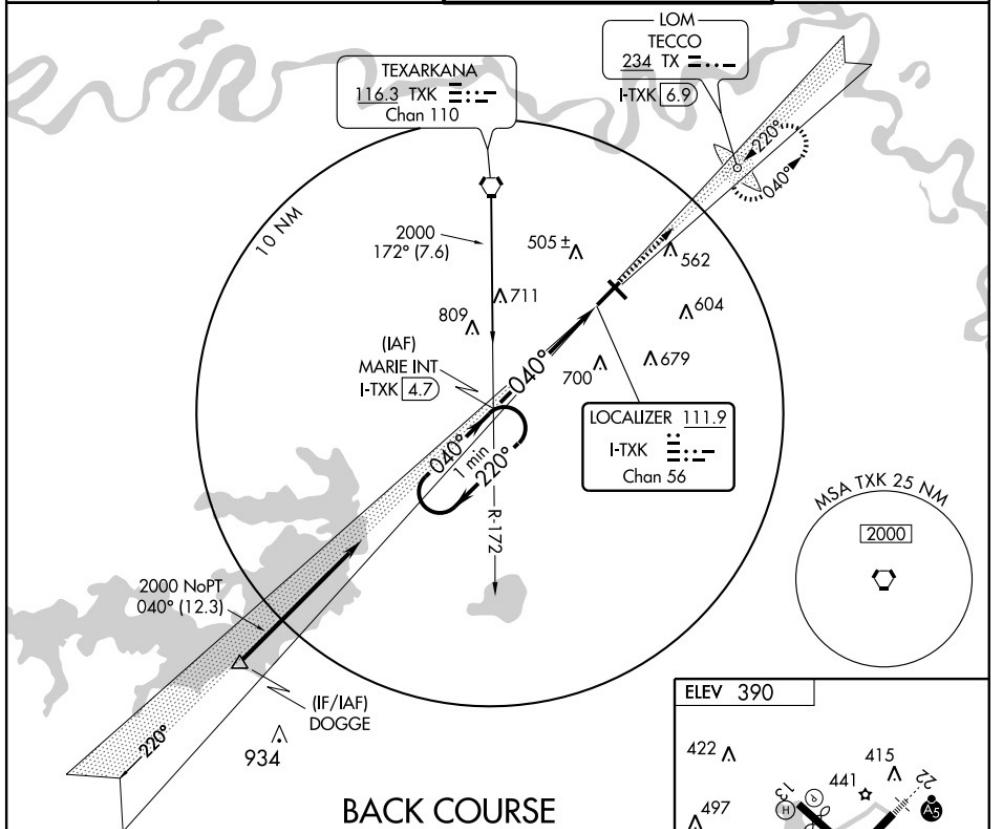
## LOC BC RWY 4 LOC BC RWY 4

TEXARKANA RGNL-WEBB FIELD (TXK)

LOC/DME I-TXK 111.9 Chan 56	APP CRS 040°	Rwy Idg 6601 TDZE 360 Apt Elev 390
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**T** Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility  $\frac{1}{4}$  mile.

**MISSSED APPROACH:** Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS  
120.2FORT WORTH CENTER  
123.925 269.475TEXARKANA TOWER \*  
123.875 (CTAF) 0 235.625GND CON  
119.225

CATEGORY	A	B	C	D
S-4	880-1	520 (500-1)	880-1½ 520 (500-1½)	880-1¾ 520 (500-1¾)
CIRCLING	880-1	490 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

## RNAV (GPS) RWY 4

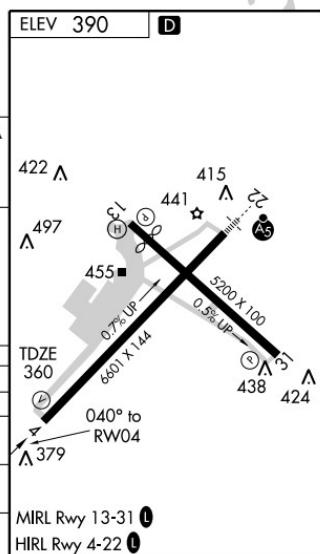
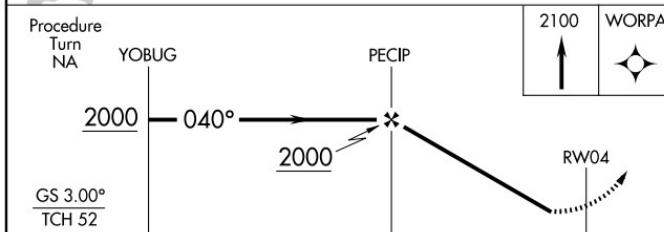
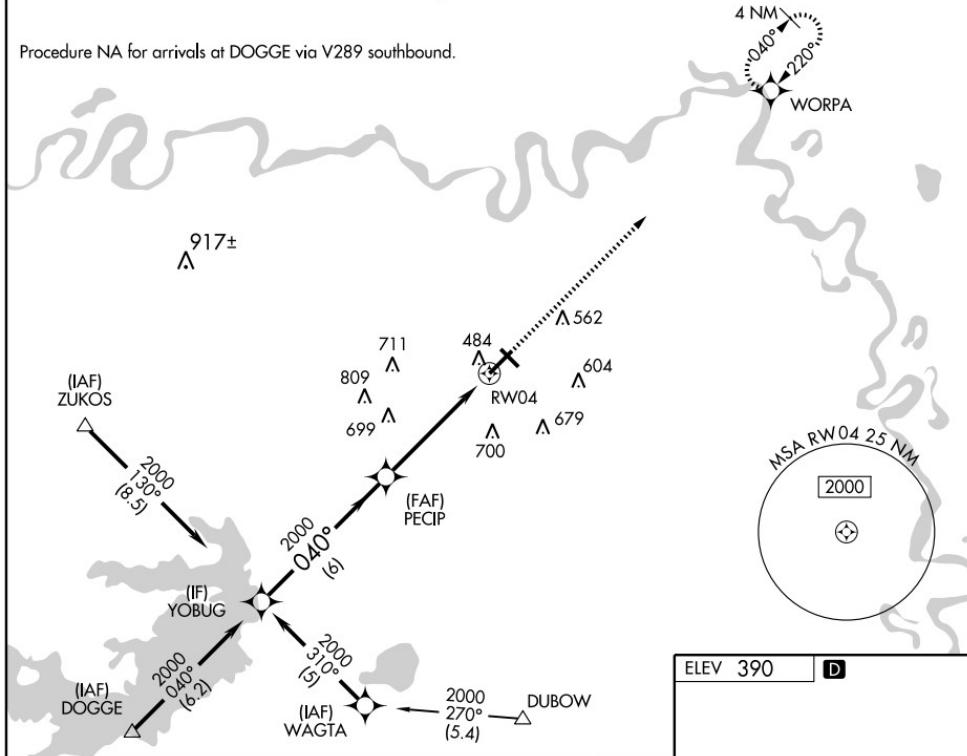
TEXARKANA RGNI-WEBB FIELD (TXK)

WAAS Ch 93899	APP CRS 040°	Rwy Idg 6601
		TDZE 360
W04A		Apt Elev 390

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 mile, LNAV and circling Cat C and D visibility 1/4 mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

MISSSED APPROACH:  
Climb to 2100 direct  
WORPA and hold.ATIS  
120.2FORT WORTH CENTER  
123.925 269.475TEXARKANA TOWER \*  
123.875 (CTAF) 235.625GND CON  
119.225

Procedure NA for arrivals at DOGGE via V289 southbound.



CATEGORY	A	B	C	D
LPV DA	613-1	253 (300-1)		
LNAV/ VNAV DA	866-1 1/4	506 (500-1 1/4)		
LNAV MDA	900-1 540 (600-1)	900-1 1/2 540 (600-1 1/2)	900-1 3/4 540 (600-1 3/4)	
CIRCLING	900-1 3/4 510 (600-1)		1000-2 610 (700-2)	

**RNAV (GPS) RWY 13**  
TEXARKANA RGNL-WEBB FIELD (TXK)

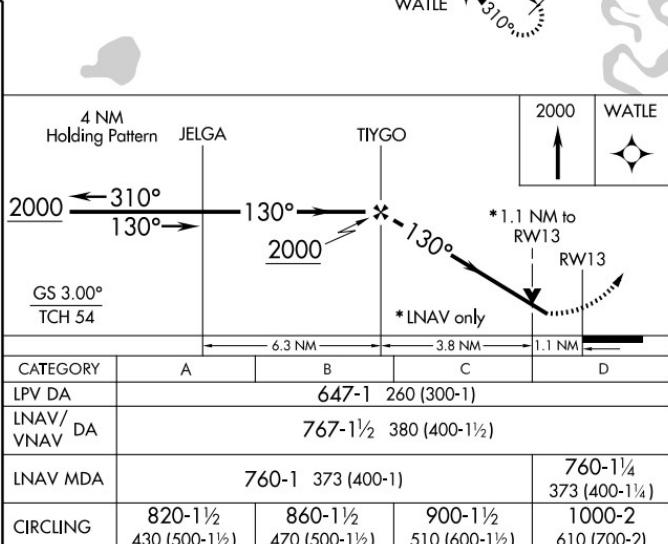
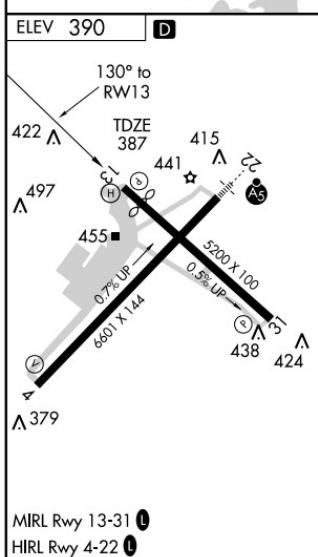
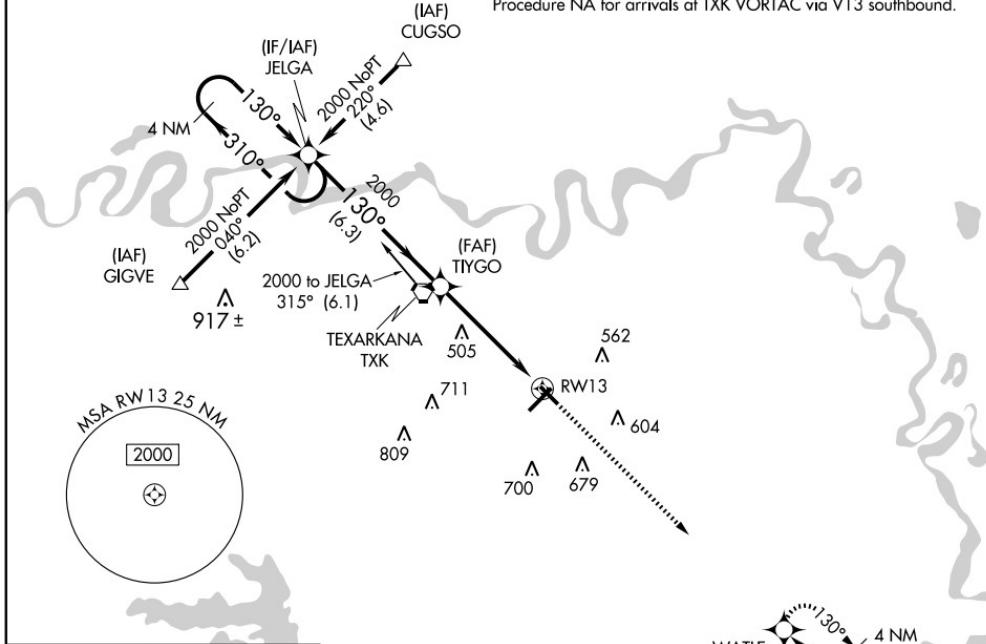
WAAS Ch <b>87099</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>4559</b> <b>387</b> <b>390</b>
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**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile, LNAV and circling Cat C and D visibility  $\frac{1}{4}$  mile.  
**A** Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
WATLE and hold.

<b>ATIS 120.2</b>	<b>FORT WORTH CENTER 123.925 269.475</b>	<b>TEXARKANA TOWER★ 123.875 (CTAF) 0 235.625</b>	<b>GND CON 119.225</b>
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Procedure NA for arrivals at TXK VORTAC via V13 southbound.



# RNAV (GPS) RWY 22

## TEXARKANA RGNL-WEBB FIELD (TXK)

WAAS Ch 53699 <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg 6601 TDZE 384 Apt Elev 390
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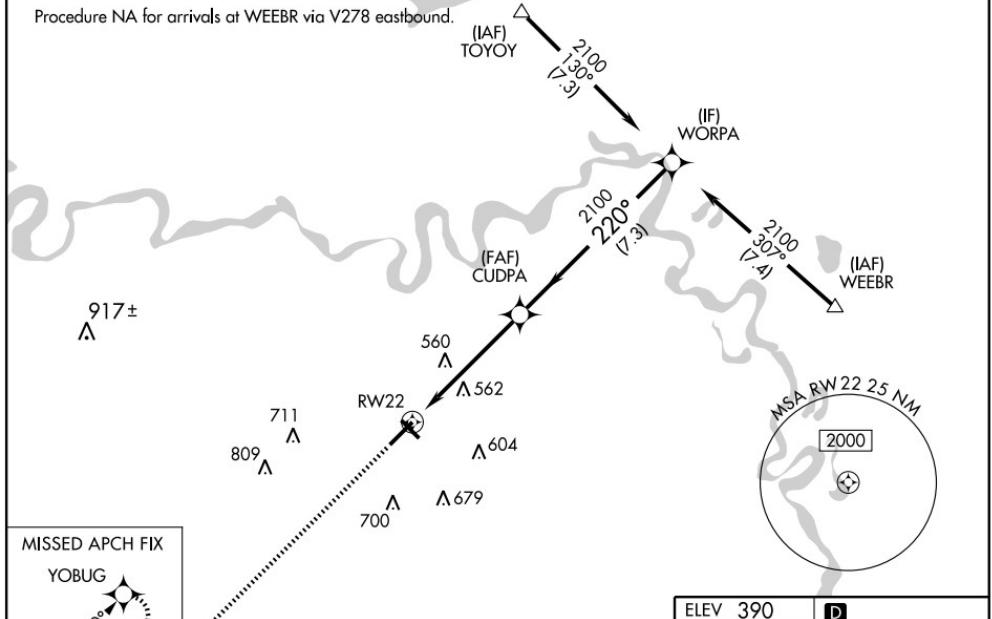
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all CATs visibility 1/4 mile, LNAV/VNAV all CATs visibility 1/2 mile, LNAV and circling CAT C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALS/R when using J Lynn Helms Sevier County altimeter setting increase LPV all CATs visibility to 1 1/4 .

MALS/R

**MISSIED APPROACH:**  
Climb to 2000 direct YOBUG and hold.

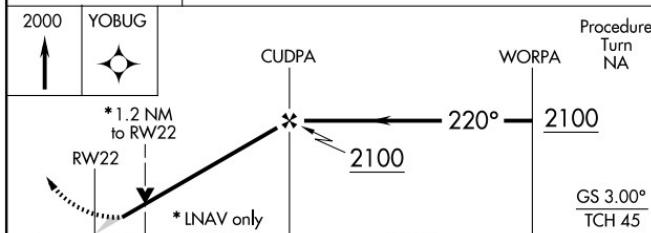
ATIS  
**120.2**FORT WORTH CENTER  
**123.925 269.475**TEXARKANA TOWER \*  
**123.875 (CTAF) 235.625**GND CON  
**119.225**

Procedure NA for arrivals at WEEBR via V278 eastbound.

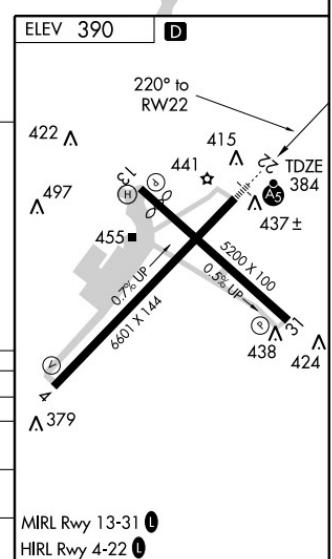


MISSIED APCH FIX

YOBUG



CATEGORY	A	B	C	D
LPV DA		634-1/2	250 (300-1/2)	
LNAV/ VNAV DA		687-1/2	303 (300-1/2)	687-3/4 303 (300-3/4)
LNAV MDA	820-1/2	436 (500-1/2)	820-3/4 436 (500-3/4)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1 1/2 510 (600-1 1/2)	1000-2 610 (700-2)



# RNAV (GPS) RWY 31

TEXARKANA RGNL-WEBB FIELD (TXK)

WAAS Ch 49199	APP CRS 310°	Rwy Idg 4559 TDZE 390 Apt Elev 390
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**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility  $\frac{1}{4}$  mile, LNAV Cat D visibility  $\frac{1}{2}$  mile and circling Cat C and D visibility  $\frac{1}{4}$  mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

**MISSSED APPROACH:**  
Climb to 2000 direct JELGA and hold.

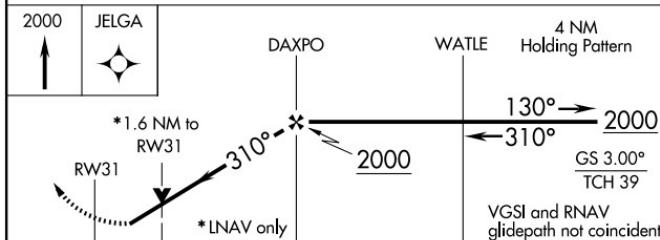
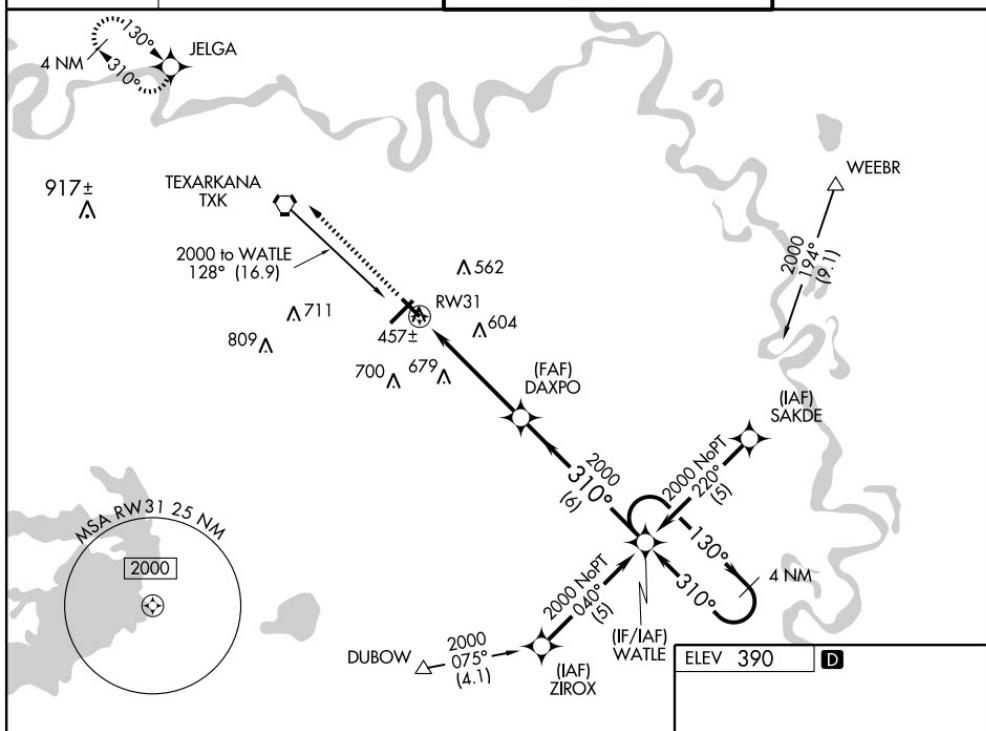
ATIS  
120.2

FORT WORTH CENTER  
123.925 269.475

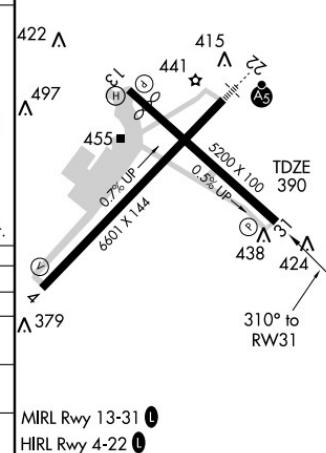
TEXARKANA TOWER \*

123.875 (CTAF) 0 235.625

GND CON  
119.225



CATEGORY	A	B	C	D
LPV DA	645-1	255 (300-1)		
LNAV/ VNAV DA		707-1½	317 (400-1½)	
LNAV MDA	920-1	530 (600-1)	920-1½	530 (600-1½)
CIRCLING	920-1½	530 (600-1½)	920-1½	1000-2
			530 (600-1½)	610 (700-2)



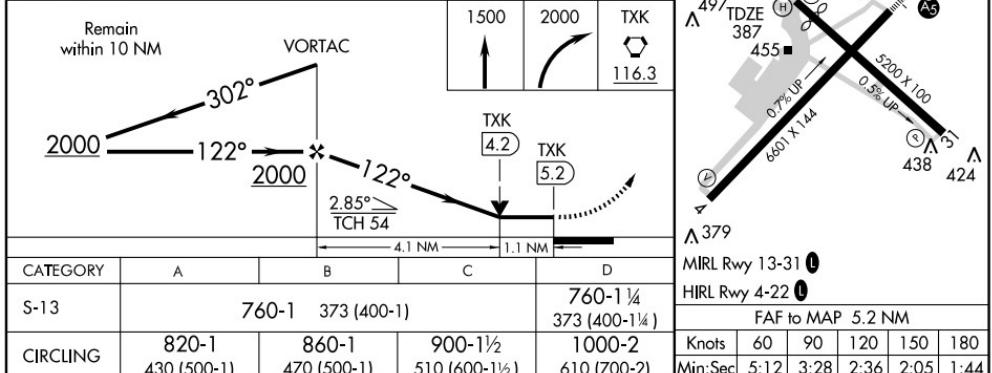
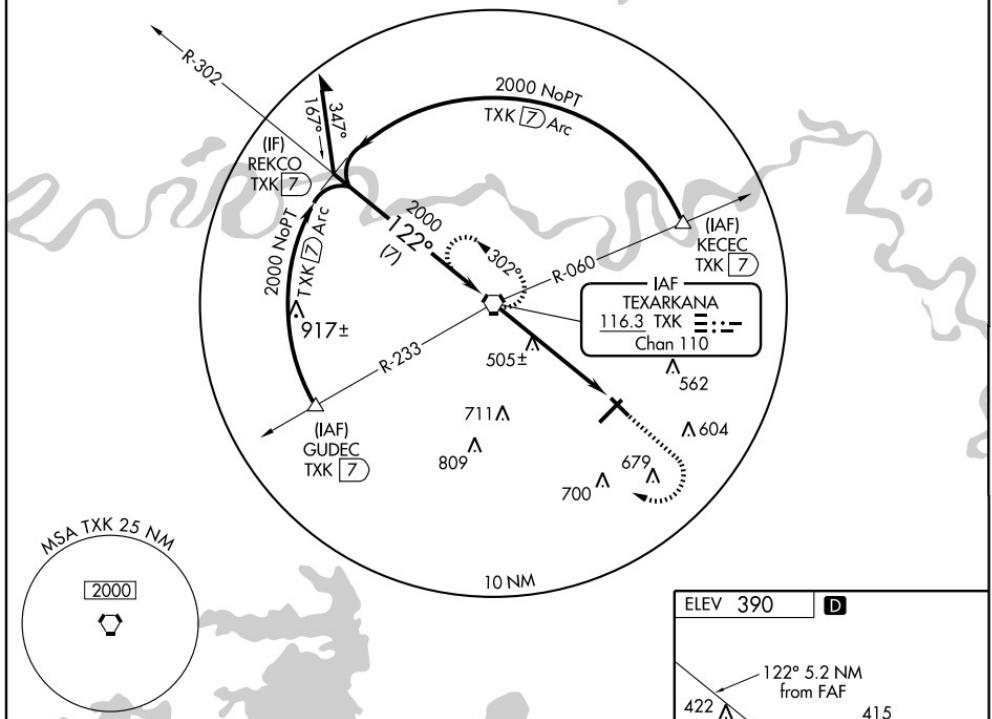
## VOR RWY 13

TEXARKANA RGNI-WEBB FIELD (TXK)

VORTAC TXK	APP CRS	Rwy Idg 4559
116.3		TDZE 387
Chan 110		Apt Elev 390

T When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility  $\frac{1}{4}$  mile. Visibility reduction by helicopters NA.  
 A VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSIED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

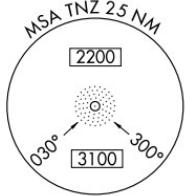
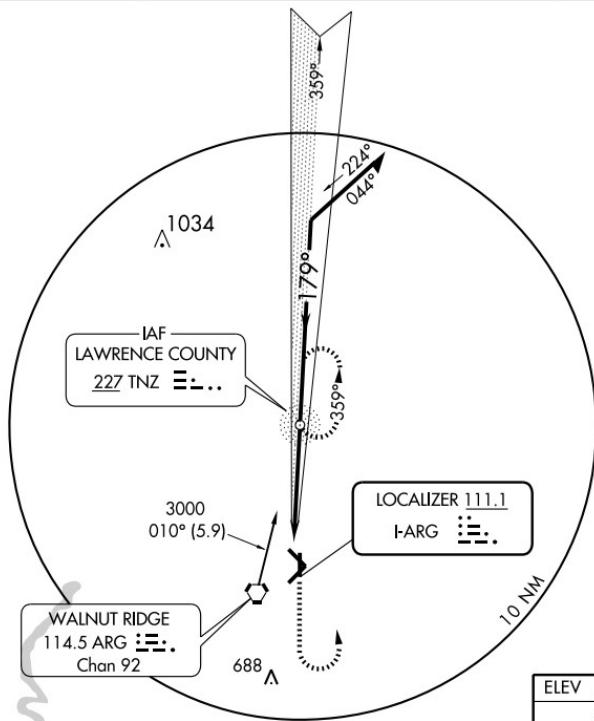
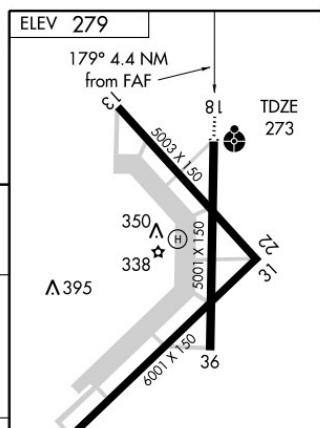
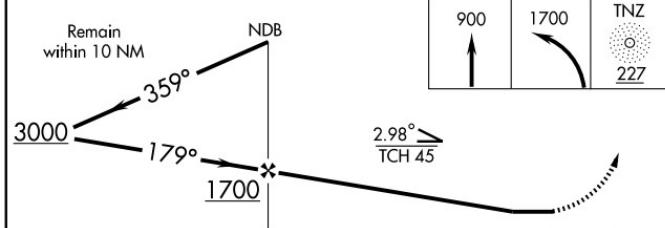
ATIS  
120.2FORT WORTH CENTER  
123.925 269.475TEXARKANA TOWER\*  
123.875 (CTAF) 0 235.625GND CON  
119.225

LOC I-ARG 111.1	APP CRS 179°	Rwy Idg TDZE Apt Elev	5001 273 279
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## LOC RWY 18

WALNUT RIDGE RGNL (ARG)

<b>A NA</b>		<b>ODALS</b> 	MISSIED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.
AWOS-3 135.925		MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)

**ADF REQUIRED**

MIRL Rwy 4-22 and 18-36

FAF to MAP 4.4 NM

Knots 60 90 120 150 180

Min:Sec 4:24 2:56 2:12 1:46 1:28

CATEGORY	A	B	C	D
S-18	620-¾	347 (400-¾)		620-1¼ 347 (400-1¼)
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

# RNAV (GPS) RWY 18

WALNUT RIDGE RGNL (ARG)

APP CRS  
179°

Rwy Idg 5001  
TDZE 273  
Apt Elev 279

▲ NA

Inoperative table does not apply to LNAV/VNAV.  
Inoperative table does not apply to LNAV Cat D.  
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.  
BARO-VNAV NA below -15.55°C (4°F)

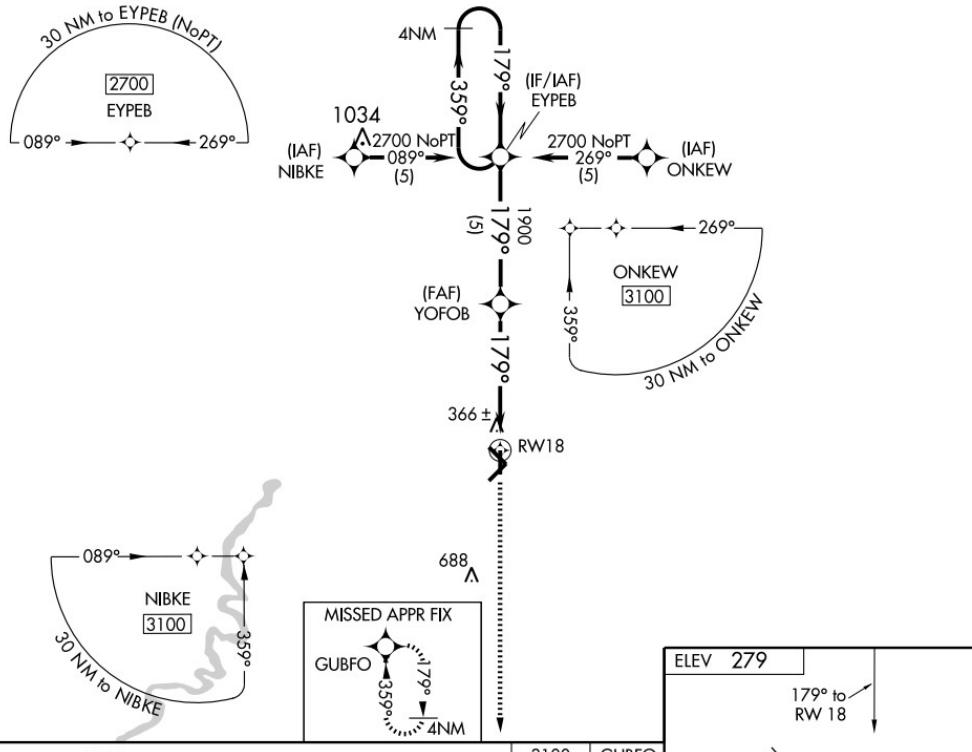
ODALS

MISSIED APPROACH: Climb to 3100 direct  
GUBFO and hold.

AWOS-3  
135.925

MEMPHIS CENTER  
120.075 289.4

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ DA VNAV	620-1¼ 347 (400-1¼)			
LNAV MDA	620-¾ 347 (400-¾)		620-1¼ 347 (400-1¼)	
CIRCLING	760-1¼ 481 (500-1¼)		760-1½ 481 (500-1½)	840-2 561 (600-2)

MIRL Rwy 4-22 and 18-36

# RNAV (GPS) RWY 22

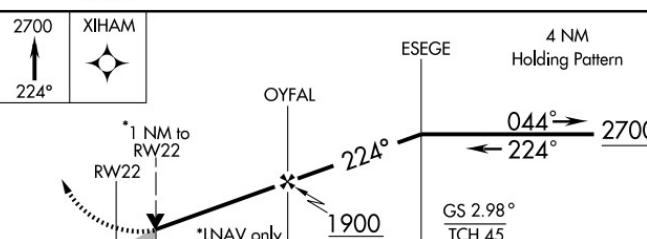
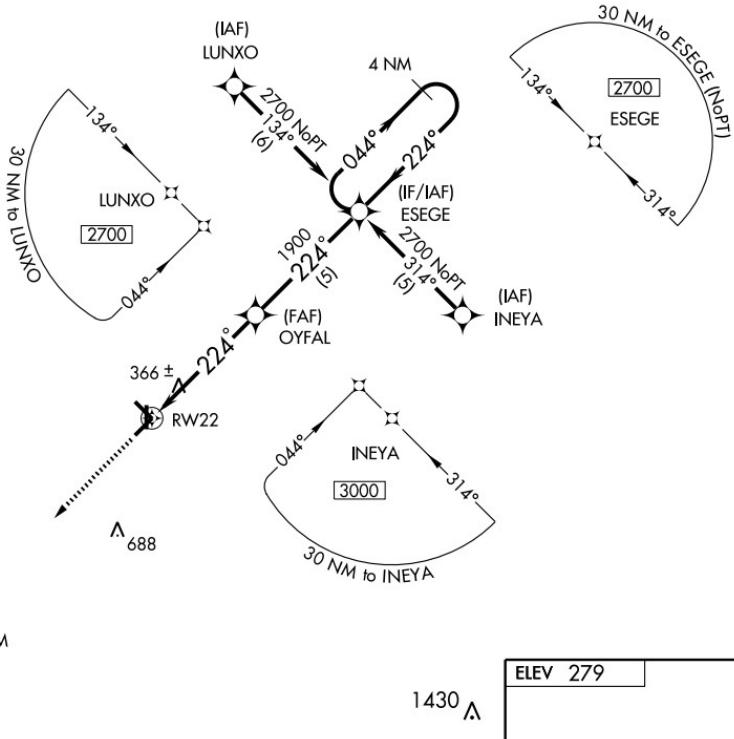
WALNUT RIDGE RGNL (ARG)

APP CRS  
224°Rwy Idg 6001  
TDZE  
Apt Elev 279

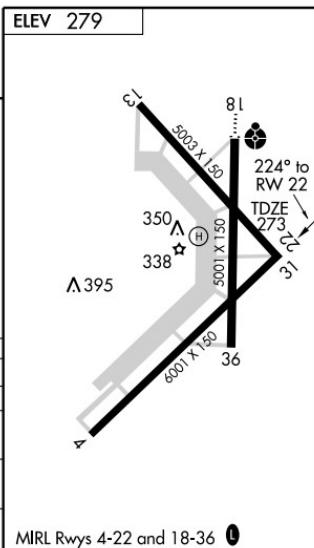
DME/DME RNP - 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 50°C (122°F).

MISSIED APPROACH: Climb to 2700 via 224° course to XIHAM and hold.

▲ NA

AWOS-3  
135.925MEMPHIS CENTER  
120.075 289.4UNICOM  
122.8 (CTAF) ▲

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	633-1½ 360 (400-1½)			
LNAV MDA	620-1	347 (400-1)	620-1½	347 (400-1½)
CIRCLING	760-1 481 (500-1)	760-1½ 481 (500-1½)	840-2	561 (600-2)

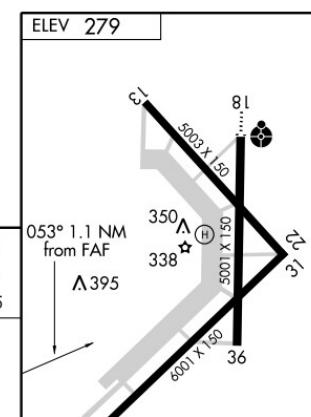
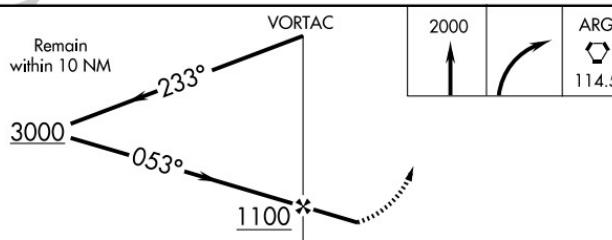
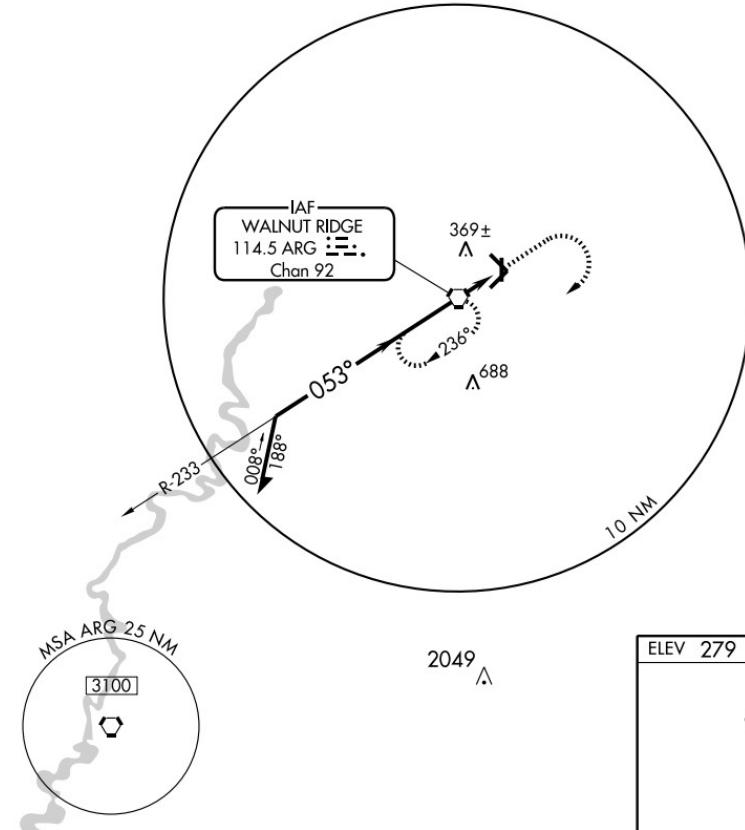




VOR ARG <b>114.5</b> Chan 92	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev <b>NA NA 279</b>
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**A NA**

MISSSED APPROACH: Climb to 2000 then right turn direct ARG VORTAC and hold.

AWOS-3  
**135.925**MEMPHIS CENTER  
**120.075 289.4**UNICOM  
**122.8 (CTAF) 0**

MIRL Rwy 4-22 and 18-36 0

CATEGORY	A	B	C	D	FAF to MAP 1.1 NM
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)	Knots 60 90 120 150 180 Min:Sec 1:06 0:44 0:33 0:26 0:22

VOR ARG 114.5 Chan 92	APP CRS 235°	Rwy Idg TDZE Apt Elev	6001 273 279
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# VOR/DME RWY 22

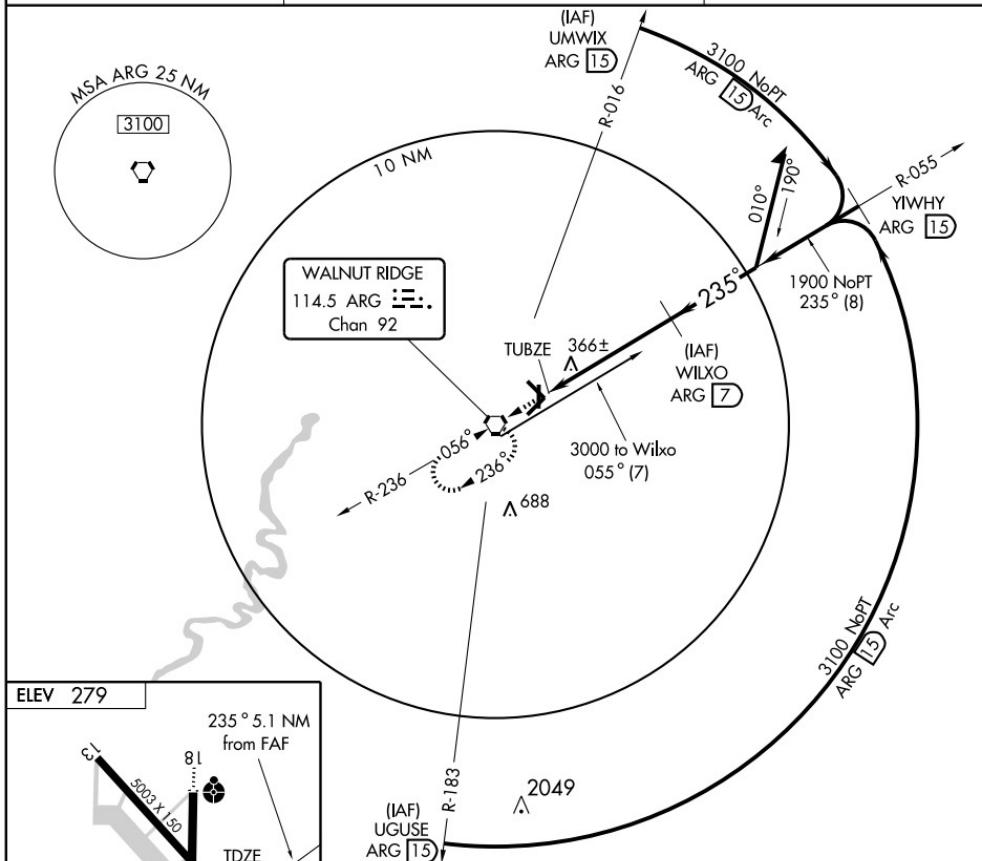
WALNUT RIDGE RGNL (ARG)

MISSSED APPROACH: Climb to 2000 direct ARG VORTAC and hold.

AWOS-3  
135.925

MEMPHIS CENTER  
120.075 289.4

UNICOM  
122.8 (CTAF) 0



Knots	60	90	120	150	180	
Min:Sec						

# RNAV (GPS) RWY 3

WARREN MUNI (3M9)

APP CRS <b>030°</b>	Rwy Idg <b>3829</b>
TDZE <b>235</b>	Apt Elev <b>235</b>

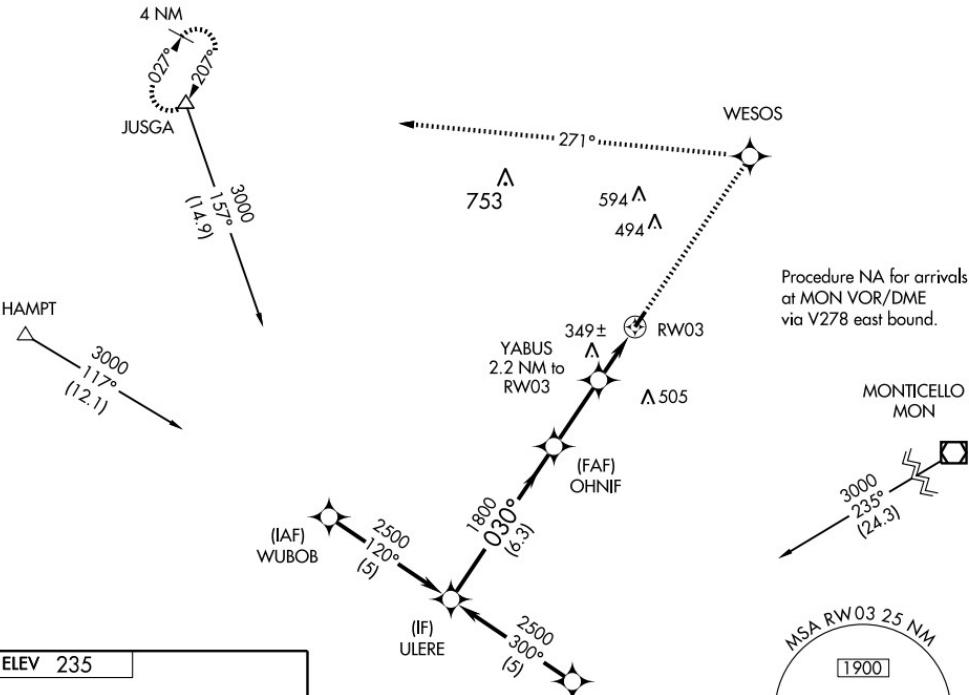
▲ NA DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.

MISSSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

MONTICELLO ASOS  
**133.325**

MEMPHIS CENTER  
**135.875 269.35**

CTAF  
**122.9**



Procedure Turn NA		3000	WESOS	JUSGA
ULERE	2500	030°	271° TRK	JUSGA
OHNIF	1800	YABUS 2.2 NM to RW03		
		2.98° TCH 45	920	RW03
		6.3 NM	2.7 NM	2.2 NM
CATEGORY	A	B	C	D
LNAV MDA	660-1 425 (500-1)		660-1 1/4 425 (500-1 1/4)	NA
CIRCLING	740-1 505 (600-1)		740-1 1/2 505 (600-1 1/2)	NA

# RNAV (GPS) RWY 21

WARREN MUNI (3M9)

APP CRS 210°	Rwy Idg 3829 TDZE 235 Apt Elev 235
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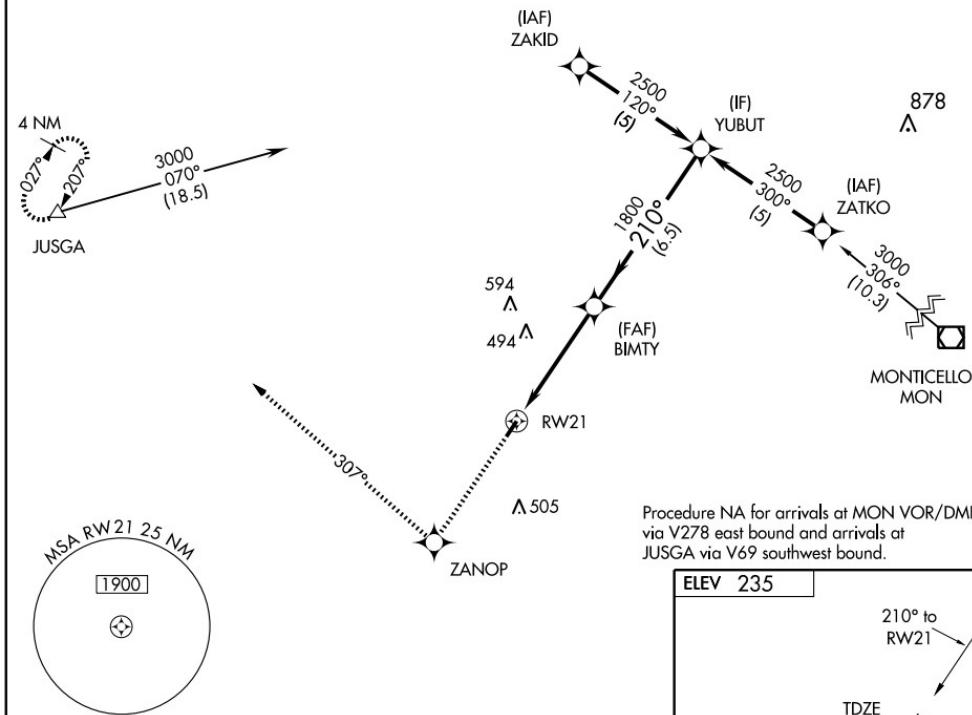
**A NA** DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility  $\frac{1}{4}$ .

MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

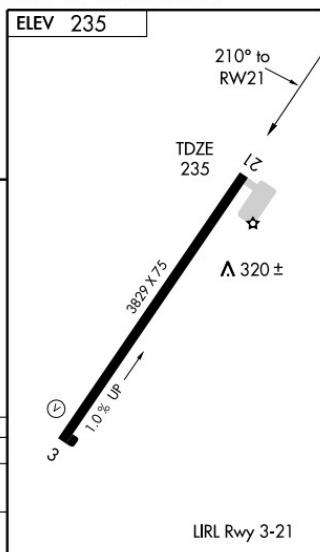
MONTICELLO ASOS  
133.325

MEMPHIS CENTER  
135.875 269.35

CTAF  
122.9



3000	ZANOP	307° TRK	JUSGA
↑	◆	↙	△
RW21			
BIMTY			
1800		210°	YUBUT
3.04°	TCH 45		2500
4.7 NM			Procedure Turn NA
6.5 NM			
CATEGORY	A	B	C
LNAV MDA	720-1 485 (500-1)		720-1½ 485 (500-1½)
CIRCLING	740-1 505 (600-1)		740-1½ 505 (600-1½)



WARREN, ARKANSAS

AL-5700 (FAA)

# VOR/DME-A

WARREN MUNI (3M9)

VOR/DME MON <b>111.6</b> Chan 53	APP CRS <b>266°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>235</b>
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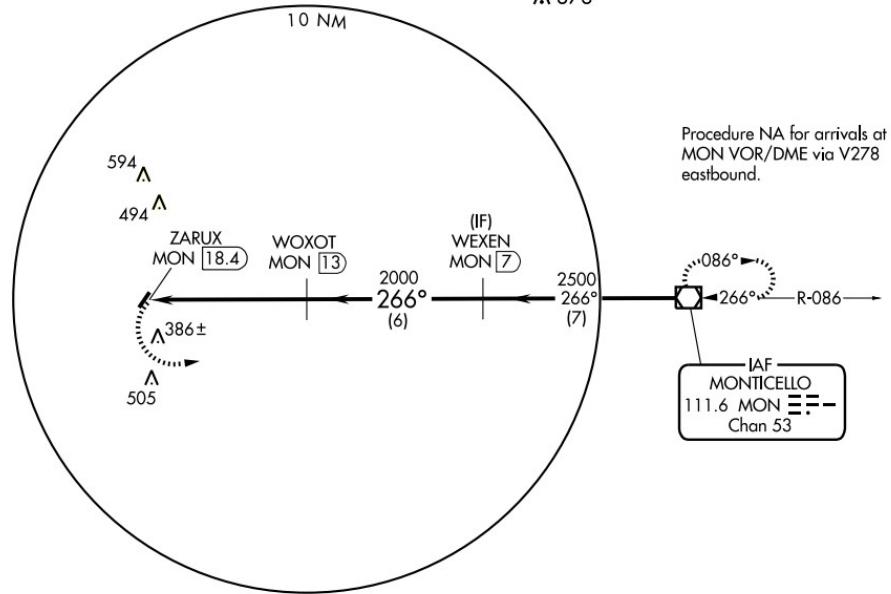
**▲ NA** Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

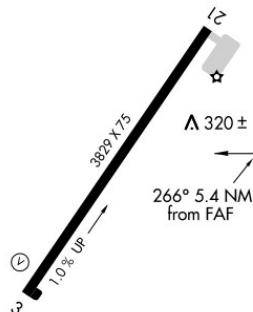
MONTICELLO ASOS  
**133.325**

MEMPHIS CENTER  
**135.875 269.35**

CTAF  
**122.9**



ELEV 235



2500  
MON  
111.6

ZARUX  
MON [18.4]

WOXOT  
MON [13]

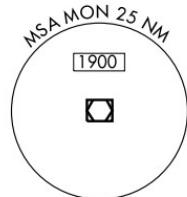
VOR/DME  
266° 2500

Procedure Turn  
NA

WEXEN  
MON [7]

LIRL Rwy 3-21

CATEGORY	A	B	C	D
CIRCLING	1000-1 765 (800-1)	1000-1¼ 765 (800-1¼)	1000-2¼ 765 (800-2¼)	NA



## GPS RWY 17

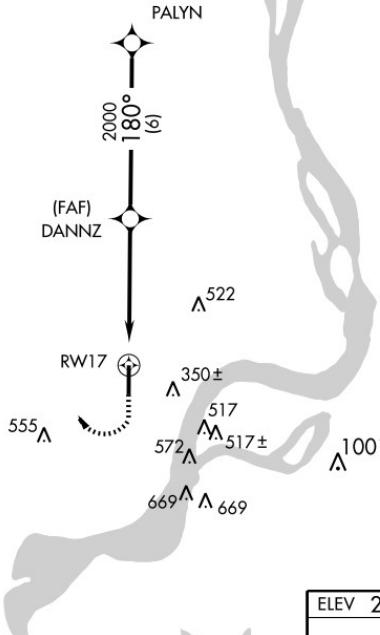
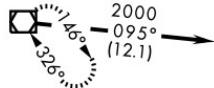
WEST MEMPHIS MUNI (AWM)

APP CRS 180°	Rwy Idg <b>6003</b>
TDZE	<b>212</b>
Apt Elev	<b>212</b>

**T** Obtain local altimeter setting on CTAF; when not received, use Memphis Int'l altimeter setting.  
**A** NA For inoperative MALSR increase S-17 Cat A,B visibility to 1 mile.



MISSSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct GQE VOR/DME and hold.

ASOS  
**118.175**MEMPHIS APP CON  
**119.1 291.6**CLNC DEL  
**121.7**UNICOM  
**123.05 (CTAF)**(IAF)  
GILMORE  
GQE

ELEV 212      180° to RWY17

1000	2000	GQE 113.0
------	------	--------------

DANNZ      PALYN  
180°      2000  
2000      Procedure Turn NA

RW17      180°      2000  
3.28° TCH 45  
5 NM      6 NM

CATEGORY	A	B	C	D
S-17	640- ¾	428 (500- ¾)		640-1 428 (500-1)
CIRCLING	640-1 428 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

MEMPHIS INT'L ALTIMETER SETTING MINIMUMS

S-17	700- ¾ 488 (500- ¾)	700-1 488 (500-1)
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CIRCLING	700-1 488 (500-1)	720-1½ 508 (600-1½)	780-2 568 (600-2)
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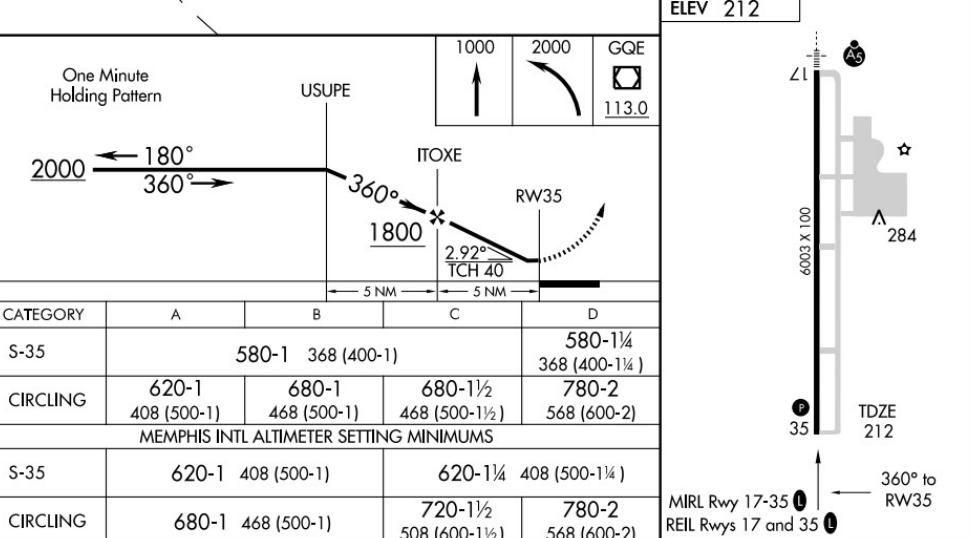
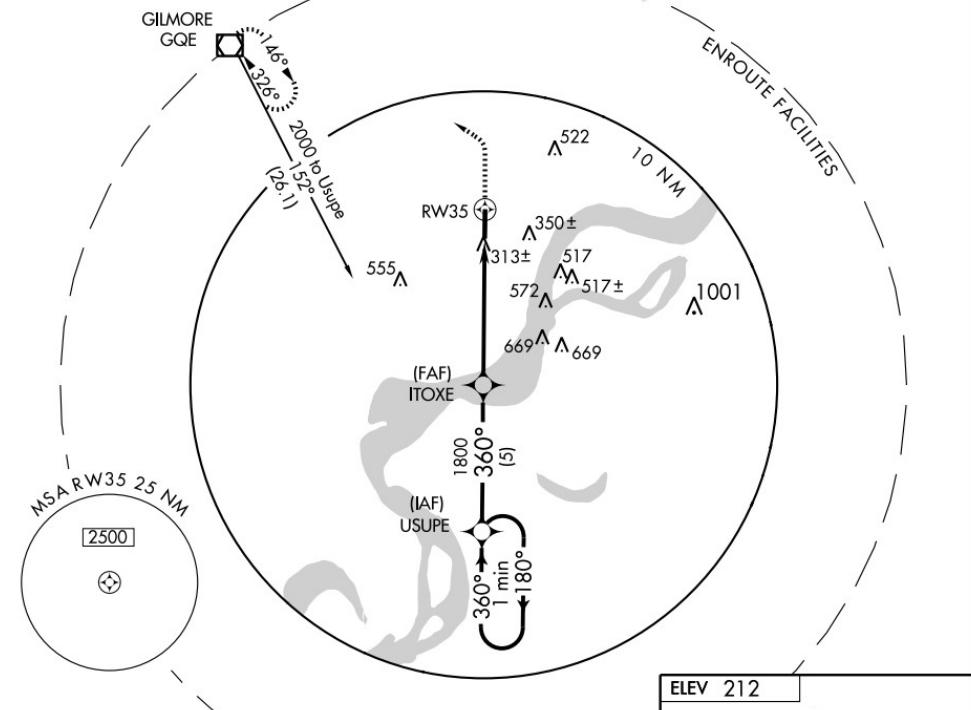
MIRL Rwy 17-35  
REIL Rwy 17 and 35

TDZE 212  
6003 X 100  
P 35

APP CRS 360°	Rwy Idg 6003
TDZE	212
Apt Elev	212

**T** Obtain local altimeter setting on CTAF; when not received,  
**A** NA use Memphis Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct GQE VOR/DME and hold.

ASOS  
118.175MEMPHIS APP CON  
119.1 291.6CLNC DEL  
121.7UNICOM  
123.05 (CTAF) 0

# ILS or LOC RWY 17 WEST MEMPHIS MUNI (AWM)

LOC I-LWR  
**110.7**  
APP CRS  
**180°**  
Rwy Idg  
**6003**  
Chan 44  
TDZE  
**212**  
Apt Elev  
**212**

If local altimeter setting not received, use Memphis Int'l altimeter setting and increase all DHs to 462, and all MDAs 60 feet.  
**A NA**

MALSR



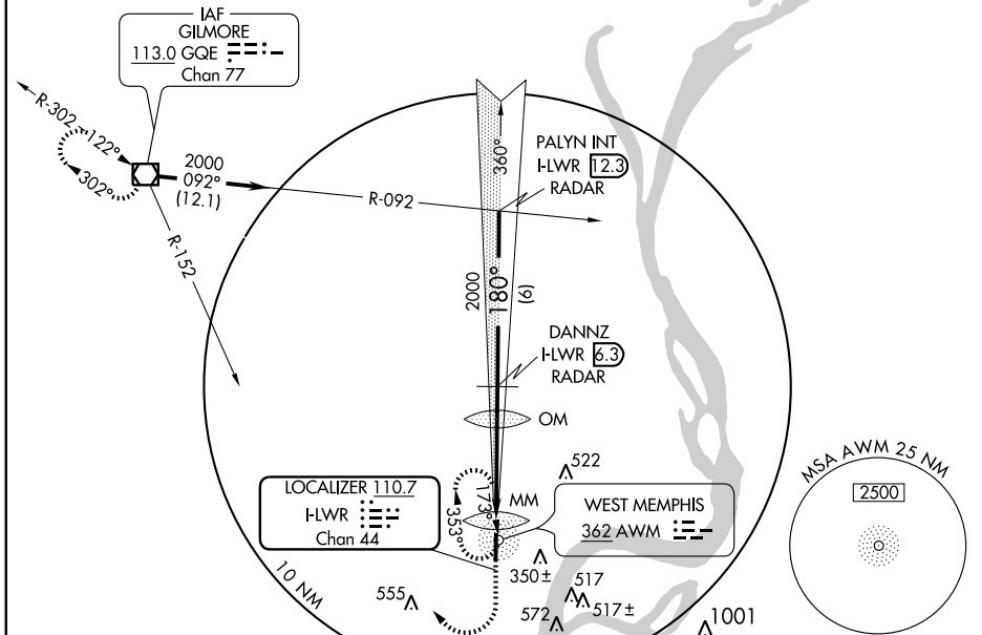
MISSSED APPROACH: Climb to 1000 then climbing right turn to 2000 via GQE R-152 to GQE VOR/DME and hold.

ASOS  
**118.175**

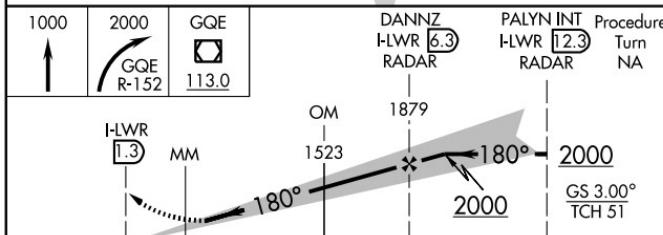
MEMPHIS APP CON  
**119.1 291.6**

CLNC DEL  
**121.7**

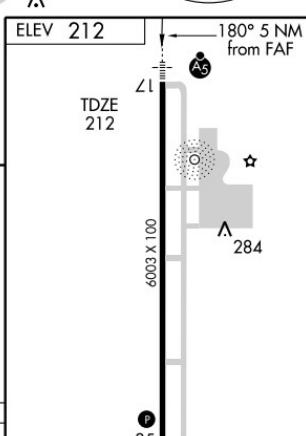
UNICOM  
**123.05 (CTAF)**



## DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 17		412-½ 200 (200-½)		
S-LOC 17	580-½ 368 (400-½)		580-¾ 368 (400-¾)	
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)



Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WEST MEMPHIS, ARKANSAS

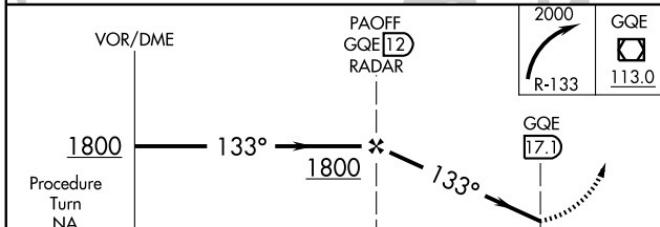
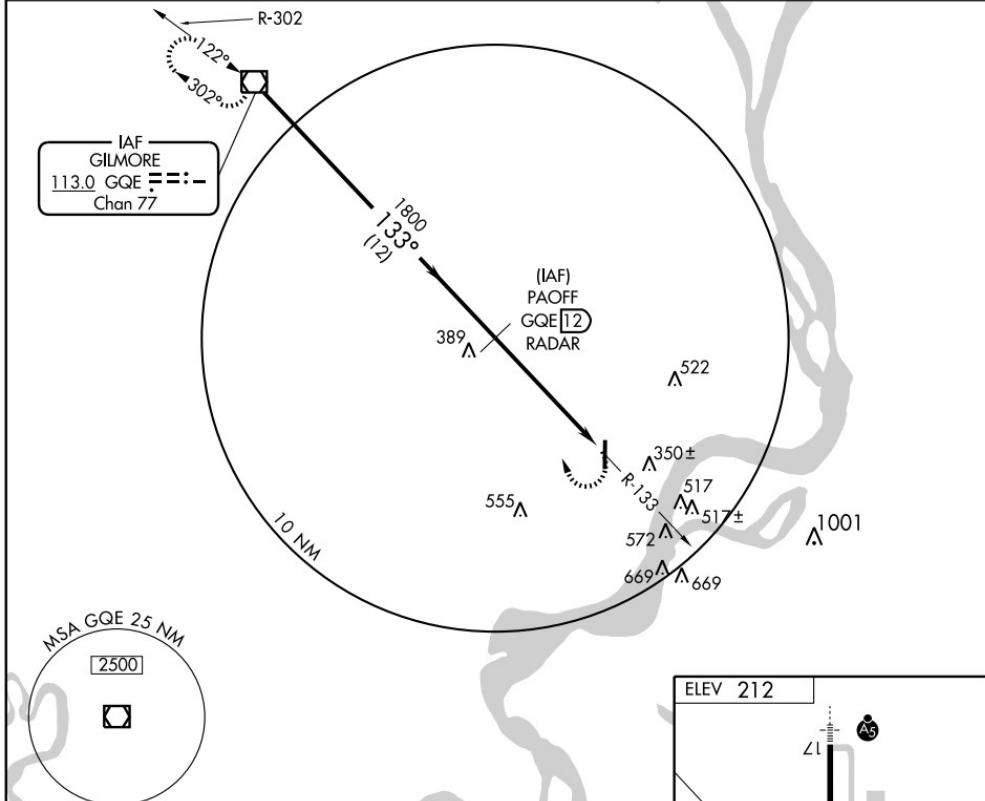
AL-5386 (FAA)

VOR/DME GQE <b>113.0</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>212</b>
Chan 77			

**VOR/DME-A**

WEST MEMPHIS MUNI (AWM)

<b>T</b> Obtain local altimeter setting on CTAf; when not received, <b>A NA</b> use Memphis Int'l altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.
ASOS <b>118.175</b>	MEMPHIS APP CON <b>119.1 291.6</b>



CATEGORY	A	B	C	D
CIRCLING	680-1 468 (500-1)		680-1½ 468 (500-1½)	780-2 568 (600-2)
MEMPHIS INT'L ALTIMETER SETTING MINIMUMS				
CIRCLING	740-1 528 (600-1)	740-1½ 528 (600-1½)	780-2 568 (600-2)	Knots 60 90 120 150 180
				Min:Sec